

rest room sanitation facilities, and that where we have attempted such a program, vandalism to the improvements made it impossible to continue the program. Mr. Rich indicated to Mr. Hummel that the Board, in every reasonable way, wants to cooperate with the Centennial Committee's beautification ideas by a steady and reasonable improvement of the roadside rest areas. It was pointed out to Mr. Hummel that the Department is cooperating in advertising the Centennial in the 1961 Highway Map and will allow an increasing amount of space to that end in the 1962 and '63 Highway Map editions.


Mr. Hummel was unaware of the Board policy regarding roadside rest areas and complimented the Department for the fine progress that has been made with historical markers. Mr. J. H. Swinney, of the Idaho Historical Society was present and stated that his Department was immeasurably happy with the highway marker program and the fine cooperative Department effort in coordination with the Historical Society program.

Expense Vouchers. The Board approved the following expense vouchers:

R. C. Rich, November, \$66.44
W. C. Burns, November, \$90.45
Ernest Gaffney, November, \$95.72.

WHEREUPON, the Board adjourned until its next meeting to be held January 10, 11, & 12, 1961.

Read and Approved January 10 1961
Boise, Idaho



R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 10, 11, 12 & 13, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Tuesday, January 10, at 603 Main Street, Boise, Idaho

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

January 10, 1961

Minutes. The Minutes of the Regular Meeting of the Board of Highway Directors, December 7 & 8, 1960, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE NOS. 5371 & 5373 - The work consists of furnishing crushed rock surfacing and cover coat material in stockpiles adjacent to US 95 and SH 43, Rockford Jct., and Fernwood, in Kootenai and Benewah Counties - State financed. Contract was awarded to Max J. Kuney, Spokane, Washington, the low bidder, on December 23, 1960, in the amount of \$48,650.00.

F-FG-5152(5) - The work consists of constructing the roadway, drainage structures, roadmix bituminous surface, a 166' concrete bridge and a 154' concrete overpass on 1.044 miles of U.S. 95 Alt., St. Maries River Bridge and Mashburn Overpass, in Benewah County - Federal Aid Primary and State financed. Contract was awarded to MacGregor Triangle Company, Boise, Idaho, the low bidder, on December 30, 1960, in the amount of \$443,757.25.

STOCKPILE 1352 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles near Moreland, in Bingham County - State financed. Contract was awarded to Strand-Merrick Construction Inc., Challis, Idaho, the low bidder, on January 11, 1961, in the amount of \$15,200.00

I-15-1(7)46 - The work consists of constructing a four-lane divided roadway, drainage structures, base and the Merrill Interchange including a 244' concrete underpass on 8.920 miles of Interstate highway No. 15, McCammon - Portneuf, in Bannock County - Federal Aid Interstate and State financed. Contract was awarded to MacGregor Triangle Company, Boise, Idaho, the low bidder, on December 30, 1960, in the amount of \$967,380.85.

Speed Limits in Boise.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Boise; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban

January 10, 1961

portions of the State Highway System, within the corporate limits of the City of Boise; said urban portions of the State Highway System, and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (MPH)
1	US 20,26 & 30	Federal Way	East City limits to a point 600 ft. northwest of Overland Street	45
2	US 20,26 & 30	Federal Way	Kootenai St. to a point 400 ft. southeast of Ridenbaugh Canal	45
3.	US 20,26 & 30	Federal Way	Point 400 ft. southeast of Ridenbaugh Canal to Capitol Blvd.	35
4.	US 20,26 & 30	Capitol Blvd.	Federal Way to Front St.	35
5.	US 20,26 & 30	Front Street	Capitol Blvd. to Fairview Ave	35
6.	US 20,26 & 30	Fairview Ave	Front St. to West city limits	35
7.	SH 44,15	23rd Street	Fairview Ave to State Street	25
8.	SH 44,15	State Street	23rd St. to west city limits	35
9.	SH 21	Warm Springs Avenue	East city limits to Mobley Dr	25
10.	SH 21	Warm Springs Avenue	Mobley Dr. to Bruce Street	35
11.	SH 21	Warm Springs Avenue	Bruce St. to Broadway Ave.	25
12.	SH 21	Idaho Street	Broadway Avenue to 6th St.	30
13.	SH 21	6th Street	Idaho St. to Front Street	30
14.	SH 21	Front Street	6th St. to Capitol Blvd.	30
15.	SH 21	Main Street	Broadway Ave. to Capitol Blvd	30
16.	SH 21	Capitol Blvd.	Main St. to Front Street	30

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Boise shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Weiser.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Weiser; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Weiser should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Weiser; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (MPH)
1.	US 30N & 95	East Seventh St.	S. City Limits to East Main St.	35
2.	US 30N & 95	East Main St.	East Seventh St. to East Fourth St.	35
3.	US 30N & 95	East Main St.	East Fourth St. to State St.	25
4.	US 30N & 95	East Idaho St.	State St. to East First St.	25
5.	US 30N	West Main St.	State St. to West Seventh St.	25
6.	US 30N	West Seventh St	W. Main St. to East City Limits	25
7.	US 30N	West Idaho St.	W. Seventh St. to State St.	25
8.	US 95	State St.	Idaho St. to East Park St.	25
9.	US 95	State St.	East Park St. to Strawn Ave.	35
10.	US 95	-----	Strawn Ave. to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Weiser, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Weiser shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Riggins.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Riggins; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated May 29, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Riggins should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Riggins; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (MPH)
1.	US 95	Marx Street	So. City Limits to MP 199.50	35
2.	US 95	Marx Street	MP 199.50 to MP 200.00	25
3.	US 95	Marx Street	MP 200.00 to MP 200.40	35
4.	US 95	Marx Street	MP 200.40 to North Village Limits	50

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated May 29, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Riggins, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the

hereinabove described urban portions of the State Highway System within the corporate limits of the Village or Riggins shall henceforth be effective at all times during hours of daylight or darkness.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-3766(1),	Cherry Lane Road,	Ada County,	Mt. States Tel. & Tel. Co.
"	"	"	"
"	"	"	Idaho Power Company
I-90-1(10)62,	Wallace Mullan,	Pacific Telephone - Northwest	
"	"	"	American Smelting & Refining Co.
"	"	"	Washington Water Power Company
"	"	"	Citizens Utility Company
"	"	"	General Telephone Co. - Northwest
"	"	"	Montana Power Company

WEDNESDAY, JANUARY 11

The Board reconvened at 8 a.m., Wednesday, January 11, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-3830(2) & S-3835(3) - The work consists of constructing the approaches and a 360' concrete bridge on 0.165 mile of the Letha Bridge Road and on 0.280 mile of the Pole Line Road, in Gem County - Federal Aid Secondary and County financed. Contract was awarded to J. H. Wise & Son, Boise, Idaho, the low bidder, on January 13, 1961, in the amount of \$78,573.05.

STOCKPILE 1363 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles located approximately 5 miles south of Blackfoot and 1.25 miles east of U.S. 91-191, in Bingham County, State financed. Contract was awarded to Barnhart & Wheeler Contractors, Inc., Pocatello, Idaho, the low bidder, on January 13, 1961, in the amount of \$9,850.00.

National Guard Armory Signing. A request from the Military Department, State of Idaho, for highways signs indicating National Guard Armory locations in Idaho was discussed with the Board. The Board approved the Department's cooperating in the State agency's request, subject to the procurement of signs by the National Guard to the Department's specifications. Brig. General George B. Bennett was notified of this cooperative venture.

Routing Studies. The Board heard the Department's routing studies of:

1. Boise Interstate routings
2. Troy-Kendrick Road
3. The section of SH 35 from Dayton to the Utah State line, Franklin County

Troy-Kendrick Road Placed on the State Highway System. After hearing the Department's report on origin and destination factors, etc., regarding the Troy-Kendrick Road, the Board determined to designate the 13-mile section on the State Highway System effective April 1, 1961.

Albion-Malta Road Added to State Highway System. Having had under consideration a request since 1958 for placing the Highway District's road from Albion to Malta on the State Highway System, the Board determined to designate it as a part of the State Highway System effective April 1, 1961.

Newport-Oldtown, SH 41 Project. The Board read a communication from the Washington State Highway Department stating that 1963 was the earliest that that state could allocate construction monies for the above project. The joint venture project is located one-half over the Washington State line and paralleling the border.

Out-of-State Travel authorized by the Board:

Two employees to attend the U.S. Bureau of Public Roads Hydraulic Seminar, Portland, Oregon, February 6 and 7.

Personnel approved by the Board:

C. R. Shade's promotion from Aerial Survey Engineer to Location and Photogrammetric Engineer, \$675 to \$725 per month.

Meeting with Legislative Committees. The Board met jointly from 2 to 4:30 p.m., with the House and Senate Highway Committees and the Finance and Appropriation Committees. The Board offered their views as to suggested legislative actions affecting the highway Board indicated in the local press, and the Department submitted its coming biennium budget. Board Member Gaffney briefed the Committees on the legislative creation of the present Highway Board and Highway Law, which was enlarged upon by Legal Counsel Padgett.

THURSDAY, JANUARY 12

The Board reconvened at 8 a.m., Thursday, January 12, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Highway 51 Association, composed of President A. V. Alzola; Secretary Edna Agenbroad; Senator Wetherell; Representative Benson; Senator Parkins; County Commissioner Carl Agenbroad; and M. A. Riddle, met with the Board urging the Board to request Public Lands monies be allocated for the remaining unpaved 35-mile section of SH 51 to the Owyhee Reservation. Deliberating on the matter, the Board requested State Engineer Bennett to urge the Idaho Congressional delegation to work with the Department of Interior towards the allocation of \$300,000 specifically for this road improvement. Prior to the Lewis and Clark Public Lands monies allocation, the Department requested Federal Lands monies for this road.

Idaho Municipal League. Meeting before the Board was the Idaho Municipal League represented by Executive Secretary Robertson Smith; Mayors Webb, Preston; Roberts, McCall; Simmerman, Caldwell; Day, Boise; Leupp, Nampa; Councilman Koch, Boise; and interested citizen Paul Vernon, Boise, to discuss the municipalities' taxation and revenue problems as affecting street and road improvements. The Board indicated they were sympathetic to their revenue problem.

Mr. Vernon indicated that 10 years have lapsed since the present highway revenue law was enacted and another look was now in order for the 10-year future need analysis in the way of road monies for the municipalities. The league indicated they did not propose at this time to tap the Highway Department's fund allocation ratio, merely point up to the Department the problem that exists.

It was pointed out by the League that a $\frac{1}{2}$ ¢ increase in the gasoline tax would yield the municipalities an additional \$1,300,000, if such a measure could be obtained in the Legislature. The Board took no position regarding the League's revenue raising problem.

Gasoline Tax Evasion. Appearing before the Board were Tax Collector Legal Counsel Robert Bates and Motor Fuels Administrator R. P. Peterson outlining the need for the Board's support in action concerning Phillip's Petroleum Company at the Atomic Reactor area evading State Gasoline Tax by importing by common carrier direct from Utah. The Board indicated they would assist in attempting to correct this tax evasion amounting to about \$70,000 a year by directing pertinent facts in the case to Senator Dworshak's office for the Senator's attention.

Franklin County Commissioners Regarding SH 35. Next appearing before the Board were William W. Poole, Chairman, Franklin County Commissioners; Albert E. Moser, Commissioner; A. N. Vendell, Utah Power & Light official; Senator Thomas Heath; Representative Dean Palmer; and Mayor Webb, requesting the Department to improve SH 35 from Weston South to the Utah line. Mr. Bennett stated that there have been times when the needed improvement of a State highway has been advanced to an earlier date then would be otherwise feasible were the County to offer to take the road onto the County system after it is improved, when such would no longer retain the characteristics of a State highway. Commissioner Moser

said they would be interested in an idea were the State to exchange this road with the County and the State take over the Strawberry-Sharon Road connecting the valley with Montpelier.

Senator Neath indicated apprehension in the current Preston Street improvements completion date being disregarded by the contractor, and thereby the road condition would not permit beet trucks to get into the sugar factory by October.

The Senator also urged upon the Board the importance of the Dayton-Bear River section improvement of SH 35 with particular emphasis on the 2-mile downhill section west of the river.

Irrigation Right of Way Reimbursements Legislation. The Board at lunch discussed legislation the Department proposes to submit to the Legislature and in turn heard the Bureau of Reclamation and canal companies' interests and position regarding legislation they anticipate seeking in the present Legislature, pertaining to certain right of way reimbursements when purchases are made by the Department. Present were attorneys Cliff Fix, of Twin Falls; Van Uden, U. S. Bureau of Reclamation's attorney; Judge Jensen, representing Aberdeen Canal Co., et al.; Mr. Van Slyke, Black Canyon Irrigation District, and others.

The Board informed them that they intended presenting a bill to the Legislature that would enable the Department to reimburse canal companies and irrigation districts for the pro rata share of amortized construction costs chargeable against the land purchased by the Department. It is to be retroactive to the agreement in that regard with the Black Canyon Irrigation District. The present law prohibits reimbursement of such land purchased.

The Bureau of Reclamation and irrigation districts' interests represented at the meeting asked the Department to also include payment for the pro rata share of the operation and maintenance costs that would be allotable to such land the Department purchases for right of way. The Board informed them it could not agree to their proposal.

Yellowstone - Sun Valley Highway Association. Next appearing before the Board was the Yellowstone-Sun Valley Highway Association delegation headed by Wayne Clark, with Earl Wilson, Fairfield; Ray Seveat, Carey; Allen Lawson, Fairfield; Homer E. Jewett, Fairfield; John Bahr, Fairfield; Fred Reich, State Representative, Arco; Noel Pratt, Carey; D. E. Adamson, Carey; Cliff Merrill, Fairfield; Senator R. M. Wetherell, Mt. Home; James E. Kavan, Fairfield; Glenn Gill, Fairfield; B. H. Thomas, County Clerk, Dubois; Senator John Rasmussen, Kilgore, suggesting that the counties of Elmore, Camas, and Blaine attempt to pool unused County-Federal Aid allocated funds and combine them with State highway funds for an early completion of the remaining unimproved 12 miles of SH 68 between Hill City and Dixie.

Mr. Thomas and Senator Rasmussen also urged an early consideration for monies on that section of SH 22 between the Pole Line Road north to the intersection with SH 28.

Wendell Chamber of Commerce. Appearing before the Board next was the Wendell Chamber of Commerce headed by former senator William A. Jackson; Leslie Wallace; Phillip Hirrel; and Al Meistad, urging the Board to not delay the Interstate to Jerome and Gooding counties that is not a part of the Eden-Hazelton litigated section. The Board explained to them it is just as anxious to be about the building of this section of the Interstate but that it must be assured that money is spent where the road will be located, which is not firm at this time.

Delegation from Hagerman. Next appearing before the Board was a delegation from Hagerman headed by Noy Brackett, with John Sanborn, Mr. & Mrs. M. E. Larson, Mrs. Ralph Behrens, Bob Tupper, William C. Maude, Dick Pope, Vernon Ravenscroft, School Board Director K. E. Webb, Ted Bell, R. G. Koldemy, Jim D. Reid, Mr. & Mrs. Ray Alexander, Elmo Erwin, and Mr. & Mrs. Chaplin.

The delegation, with the exception of Mr. & Mrs. Chaplin, urged the Department to relocate US 30 through a portion of the Hagerman business section, thus causing the highway to miss the present Main Street section of the public school.

Mr. & Mrs. Chaplin were alone in requesting the highway to remain in its present location, they being the only people of the group that are residents of Hagerman.

Mr. Rich indicated the Department and the Board would have a look at the suggested relocated line before any construction monies would be allocated for the improvement of US 30 through Hagerman.

Carey Chamber of Commerce. Appearing before the Board next was the Carey Chamber of Commerce headed by D. E. Adamson, and Noel Pratt and Ray Seveat, urging the Board to improve a quarter-mile section of US 20-26 through the business area of Carey.

Suggested improvement was to oil the road to the business property lines. The Board requested the Department to look at the section and report at a future Board meeting what would be advisable in view of water drainage and the amount of the improvement that would be holding.

Orders of Condemnation. The Board executed in duplicate orders of condemnation covering the following:

F-3022(8), Parcel No. 5, Harry L. Purcell and Beryl Purcell
F-3311(5), Parcel Nos. 4 and 4-E-1, Anna V. Andrews
I-15-1(5), 17, Parcel No. 5, Thomas Jones & Lula Jones

Special Warranty Deed. F-1032(3), Blackfoot Streets, Bingham County. We have this day executed Special Warranty Deed conveying Lots 7 and 8 of Younie's Addition to the City of Blackfoot to the Oregon Short Line Railroad Company in exchange for a Quitclaim Deed from the Railroad Company to the State of Idaho covering encroachment on railroad right of way for highway purposes lying easterly of the fairgrounds at Blackfoot, Idaho, all in connection with the above-captioned project.

Quitclaim Deed. F-3281(5), Ada County, District No. 3, Parcel No. 96 A. We have this 12th day of January, 1961, executed in duplicate a Quitclaim Deed to Ralph F. Frazer and Patricia S. Frazer for a strip of land lying over and across the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 2, Township 3 North, Range 1 East, Boise Meridian, in order to clarify title on property owned by aforementioned parties and which property is adjacent to certain right of way acquired for captioned project.

Declaration of Surplus. The Board declared surplus Borrow Sources 3 and 4, Project I-15W-4(3)89, Section B, Power County.

Atomic Energy Commission stipulations for right of way across National Reactor Testing Station were discussed by the Board.

Authority to Purchase in Excess of \$20,000. The Board authorized the following purchases in excess of \$20,000:

I-15-3(7)111, Parcel Nos. 5, 5-E-1, 5-E-2, William Wattenbarger, in the amount of \$30,000.

I-15-3(7)111, Parcel Nos. 29 and 29-E-1, Grace Garrett, in the amount of \$27,000.

FRIDAY, JANUARY 13

The Board reconvened at 8 a.m., Friday, January 13, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Magic Valley Interstate Routing Defended. Upon invitation of the joint Senate and House Highway Committee, the Board answered questions pertaining to the Magic Valley Interstate route location, particularly as relating to the District Court's decision and its impact on the Interstate Highway construction program in South Idaho.

Appeal to the Idaho Supreme Court of District Court's Eden - Hazelton Interstate Location Decision. The District Court's decision was studied by the Board involving the location of 43 miles of Interstate Highway through Magic Valley and a 24-mile section in particular south of Eden and Hazelton. Since no new evidence was presented by the opponents of the location, in the opinion of the Board, and two years having been consumed in the District Court action, the Court's request

for re-hearings in the area appeared to compound the problem both from the standpoint of probably additional litigation and time and expense. The Board determined it to be in the best interest of the people of the State of Idaho to appeal the District Court's decision to the Idaho Supreme Court.

Mr. Christophersen, Bliss Property Owner urged the Board to purchase the 10 acres in the vicinity of the junction of SH 20-26 and SH 25 for future right of way needs he anticipated the State of Idaho would need. Recent changes in policy of design of the Interstate has caused the Interstate interchange in the vicinity of this point to be at this time uncertain as to location. For that reason, the Board informed Mr. Christophersen it could not approve the Department's acquisition of this property. It was pointed out also participating Federal Aid would not hold in this transaction if acquired prior to project programming.

Personnel:

The Board approved the promotion of Ellis Mathes to Assistant State Highway Engineer in charge of Engineering, and the transfer of James H. Cairns to Chief Special Assignments Engineer at \$850 per month. Also approved was the transfer of L. J. Ross to the position of Planning and Traffic Engineer vacated by Mr. Ellis Mathes.


This action confirms the discussion on the subject presented by Mr. Bennett during the December 7, 1960, Board meeting, to become effective January 15, 1961.

Expense Vouchers. The Board approved the following expense vouchers for December:

R. C. Rich, \$65.89; W. C. Burns, \$92.70; Ernest Gaffney, \$44.09.

WHEREUPON, the Board adjourned until its next meeting to be held January 30, 31, and February 1, 2, 1961.

Read and Approved January 30 1961
Boise, Idaho



R. C. RICH, Chairman

January 13, 1961

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 30, 31 & February 1, 2, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, January 30, at 603 Main Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board.

Minutes. The Minutes of the Regular Meeting of the Board of Highway Directors, January 10, 11, 12 & 13, 1961, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-1778(13) - The work consists of reconditioning the existing roadbed on 4.726 miles and placing a plantmix bituminous surface and seal coat on 6.926 miles of State Highway #34 between Thatcher and Niter, in Caribou County and Franklin County - Federal Aid Secondary and State financed. Contract was awarded to Carl E. Nelson Construction Co., Inc., the low bidder, on January 19, 1961, in the amount of \$125,157.80.

I-90-1(10)62 (Stage I) - The work consists of constructing the detours, base, drainage structures, 5 concrete bridges, 1 timber bridge, relocate N.P.R.R., turnout and a plantmix bituminous surfacing as stage construction for an ultimate 4-lane divided highway on 5.729 miles of Interstate Highway No. 90, Wallace-Mullan, in Shoshone County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. The low bidder was Max J. Kuney Company, Spokane, Washington, in the amount of \$1,048,854.25.

S-3766(1) - The work consists of constructing the roadway, drainage structures, a roadmix bituminous surface, seal coat and a 25.4' concrete bridge on 3.263 miles of the Cherry Lane Road, in Ada County - Federal Aid Secondary and County financed. Contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on January 30, 1961, in the amount of \$89,351.75.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-3830(2) & S-3835(3), Letha Bridge & Approaches, Gem County,
U. S. Bureau of Reclamation.

I-15-2(7)96, Porter Bridge - Great Western Canal, Bingham County-
Mt. States Tel. & Tel. Co.

I-15-2(7)96, Porter Bridge - Great Western Canal, Bingham County-
Idaho Power Company

S-6731(1), County Line Road, Jefferson & Bonneville Counties -
Utah Power & Light Company

S-6731(1), County Line Road, Jefferson & Bonneville Counties -
Mt. States Tel. & Tel. Co.

Out-of-State Travel authorized by the Board:

State Highway Engineer Bennett to Winnemucca to meet with Nevada
Highway officials regarding WASHO Conference - one day in March.

To Pullman, Washington, 10 Department people to attend the
Washington State Annual Road Builders Conference, March 15 - 17, Lodging
in Moscow.

Personnel Director Don Walker to Western State Highway Personnel
Conference, June 28 - 30, San Francisco.

Traffic Engineer Marvin Lotspeich to Northwest Traffic Engineering
Conference and Northwest Road Builders Conference, University of Washington,
Seattle, February 15 - 17 -- air travel.

Two people to recruit engineers-in-training from Brigham Young
University and University of Utah, February 21 through 25.

Two people to Helena to work with the Montana Highway Department
regarding the progress of study concerning the location of the Interstate
over Mullan Pass - immediately.

Senate Bill No. 95 Discussed. Legal Counsel Padgett discussed
Senate Bill No. 95 with the Board and could see no reason why the Board
should be opposed to setting rules for conduct of persons presenting
claims before the Board.

TUESDAY, JANUARY 31

The Board reconvened at 8 a.m., Tuesday, January 31, in the Board
Room at 603 Main Street, Boise, with all Board members, the State Highway
Engineer, and the Board Secretary present.

Idaho Motor Transport Association, composed of Mr. Arbelbide,
Executive Secretary; and representatives from the P.I.E., Garrett, and
Consolidated Truck Lines asked for the Department and Board's support
through not opposing the graduating axle loadings in the so-called flat
spot in the bridge formula contained in Idaho Code 41-901.

The reason for this request is that equipment coming from the East is caused to change to different equipment with shorter spacing between axles, Idaho's law being not compatible with the States to the east which are handling their dissimilar laws through permits.

Legal Counsel Padgett indicated the Board's prerogative in issuing permits in this regard might not be considered legal, it being a legislative prerogative.

The Board indicated they would like to give relief to the trucking firms after the Department had examined the request and found it did not violate our bridge loading factors, if the Department on examining the request stated that deficient bridges could be protected by postings, as is being done with the present laws.

Mr. McCrea was asked to coordinate the Department's thinking in the matter, upon viewing the draft of legislation to be submitted by the Idaho Motor Transport Association.

SH 24 - Kimama - Dietrich Agreement. Next meeting before the Board was a group consisting of State Senator Jack Murphy and State Representative Floyd Kisling, together with Kimama Highway District Commissioners Staller, Neibaur, Miller; Dietrich Highway Commissioners Pitman, Orr, Nelson; and W. E. Bolton, Lincoln County Commissioner.

The group urged that the Department continue to maintain and keep State Highway 24 in Lincoln County on the State highway system and not hold the local highway districts to their firm agreement of April, 1959, when they agreed to take over the maintenance of said section of road upon the State's completing a major project, a distance of 18.8 miles. The project was entered into at the request of Lincoln County and the highway districts on a participating basis. The project was completed November 1, 1960, and the agreement called for the State to continue maintenance and retain the said section on the State highway system for a period of one year or until November 1, 1961.

The delegation indicated concern over their highway district's ability to maintain the road because of the very limited funds available to the highway districts for maintenance operations.

Senator Jack Murphy, speaking for the delegation, stated that the Lincoln County section of SH 24 where it goes through sandy areas has become wash-boarded, and in any event suggested that the Department and the Board look at the road before November 1 of this year with the view of the State's adding sufficient materials to eliminate the wash-board condition and a general shaping up of the road's surface.

The Board indicated they would take the request under consideration and that they would make it a point to go over the road sometime before the determination date to better evaluate the situation.

Dietrich - Richfield Road Building Request. Senator Jack Murphy also urged the Board to consider the State's constructing a road from Dietrich to Richfield as per resolutions received from the Richfield School District and the Richfield Lions Club.

Senator Murphy pointed out it would save approximately 28 miles for those persons traveling from the Kimama-Rupert area to the Silver Creek - Little Wood areas, and that such a road would be considered important to the economic growth and welfare of the Richfield tract, when connected with the Kimama-Dietrich area.

The Board indicated they would take the matter under advisement. They plan to look at this proposed location on the ground later this year when an inspection of State Highway 24 is made.

Delegation from Hagerman, next appeared before the Board, requesting the routing of US 30 over its present alignment through the business section of Hagerman when improvement of the section is made. Present were James D. Barlogi, Charles Skinner, Merle E. Aimsley, Village Board Chairman Emerson Pugmire, J. W. Condit, Kenneth Hulme and John Sanborne.

Chairman Pugmire indicated the route cutting diagonally through the north end of town would jeopardize the only area left for residential expansion in Hagerman. However, Pugmire indicated he would abide by any routing the Highway Board would choose and that if needed his house would be for sale.

John Sanborne presented the only opposition to the Village of Hagerman people requesting, as he did at the last Board meeting, that the road be relocated to miss the school. It was pointed out by State Engineer Bennett that there may be traffic complications of the by-pass coming into Main Street causing a 5-point traffic intersection, should that route be selected.

Mr. Rich indicated that the Board would look over the lines suggested the next time they are on tour in South Idaho sometime this year, the project not being programed for this year.

Delegation from Mackay appeared next before the Board headed by George A. Miller, Secretary of the Chamber of Commerce, urging that Forest Highway construction moneys that may be applied to the Trail Creek Road should be applied on the east end starting at the junction of 93, working across the flat to the west. The reason is that that section is used about 12 months of the year by the school bus and local users. This is with reference to the 1962 fiscal Forest Highway fund allocation of \$200,000, the 1961 allocation of \$450,000 being already committed on the west section.

The Board asked Mr. Bennett to contact the Bureau of Public Roads and Forest Service, with whom he was meeting shortly, to seek their cooperation in meeting this request, which the Board agreed had merit and they would make an effort to allocate the funds as requested.

Others in the delegation were State Senator Joe Ausich; State Representative Charles Powers; Mackay Superintendent of Schools Clint Bugg; Lost River Highway District Superintendent Dayle R. Parsons; Otto L. Jackson, Chairman of School District 182; Hilmer Lindburg, Chairman, Village Board of Mackay; and State Senator Wallington, Blaine County.

WEDNESDAY, FEBRUARY 1

The Board reconvened at 8 a.m., Wednesday, February 1, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Orders of Condemnation. The Board executed in duplicate the following orders of condemnation:

- I-90-1(9)34, Parcel No. 3, R. C. and Helene B. Tierney
- " Parcel No. 7, Curtis O. and Signe E. Briggs
- " Parcel No. 11, Alex Wright and Freda Pearl Wright
- " Parcel No. 16, T. F. and Myrtle Durning
- " Parcel No. 25, Anna Crosslin
- " Parcel No. 28, Fred C. and Julia A. McKivor
- " Parcel No. 34, Hilja Keikkila
- F-5121(5), Parcel No. E-62, Weldon R. and Mary Sprinkle
- " Parcel No. 19, Lawrence and Inez Rogers
- I-15-3(9)150, Parcel No. 3, Dora A. Pedersen, Elizabeth J. Johnson, Alice J. Gallegos, Agnes V. Beckstead, and Edna B. Anderson Mansfield

Declaration of Surplus. The Board declared the following to be surplus:

- I-80N-1(6)14, Parcel No. 10½, Payette County, District 3
- Excess property purchased from Warren B. and Velma J. Nelson

THURSDAY, FEBRUARY 2

The Board reconvened at 8 a.m., Thursday, February 2, in the Board Room at 603 Main Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Quitclaim Deed. Exchange of Mineral Rights in Maintenance Yard Site for Stockpile Site, Shoshone County, District No. 5. We have this 2d day of February, 1961, executed, in duplicate, a Quitclaim Deed conveying minerals and mineral rights of the Maintenance Yard Site in Mullan,

Idaho, to Day Mines, Inc., in exchange for a Stockpile Site, less mineral rights thereunder.

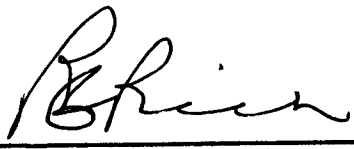
Administrative and Legislative matters were discussed by the Board.

Expense Vouchers. The Board approved the following expense vouchers for January:

R. C. Rich, \$65.89; W. C. Burns \$121.10; Ernest Gaffney, \$84.50.

WHEREUPON, the Board adjourned until its next meeting to be held February 27, 28, March 1 & 2, 1961.

Read and Approved February 27 1961
Boise, Idaho



R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 25, 27, 28, March 1 & 2, 1961

The Board convened at 10 a.m., Saturday, February 25, 1961, at 3211 West State Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Building Dedication Ceremonies. The new Highway Department-Law Enforcement building dedication ceremonies were held at 2 p.m. Previous Board members Jones, Floan, and Ellsworth were present. Chairman R. C. Rich presided as Master of Ceremonies. Governor Robert E. Smylie received the keys of the building from R. E. Rice General Contractors' General Manager Fred Beck and delivered the dedicatory address before a group of 300 interested citizens and State officials. Open house of the building continued until 5 p.m., and also the next day, Sunday, the 26th, from 2 to 5 p.m. Approximately 1300 people inspected the building Saturday and approximately 2300 Sunday.

February 25, 1961

The 1951 Special Legislature committee assigned to study Highway Law revisions and who recommended to the 1951 Session the adopting of the present highway law were present, with the exception of Melvin Snook. They were Representatives Paul Vernon, L. M. Gwartney, Ernest Gaffney, and Senators John Bahr and W. Cotty Lowry.

MONDAY, FEBRUARY 27, 1961

The Board reconvened at 8 a.m., Monday, February 27, in the Board Room at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Minutes of the Regular Meeting of the Board of Highway Directors, January 30, 31, February 1 & 2, 1961, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-3022(528) - The work consists of furnishing and installing steel beam handrail on the Fairview Bridge and Slough across the Boise River west of Boise, known as Idaho Project No. ST-3022(528), in Ada County - State financed. Contract was awarded to Watkins Construction Company, Boise, Idaho, the low bidder, on February 9, 1961, in the amount of \$4,120.00.

STOCKPILE 1353 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles adjacent to M.P. 405.1 (US-30N) approximately 7 miles southeast of Montpelier in Bear Lake County - State financed. The Board recommended the awarding of this contract be subject to further analysis and determination by State Engineer Bennett, it being a small project and over the Engineer's Estimate. The low bidder was Peter Kiewit Sons' Company, Idaho Falls, Idaho, in the amount of \$15,400.00, 13.23% over Engineer's Estimate.

S-6731(1) - The work consists of constructing the roadway, drainage structures, a 23' and a 25' concrete bridge and a bituminous surface treatment on 6.977 miles of the County Line Road, in Bonneville and Jefferson Counties - Federal Aid Secondary and County financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on February 23, 1961, in the amount of \$131,159.90.

STOCKPILES 6337 & 6339 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in the vicinity of Monida and Spencer, in Clark County - State financed. Contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on February 24, 1961, in the amount of \$21,350.00.

ST-2441(522) & Stockpiles 2367 & 2294 - The work consists of constructing a half-sole roadmix bituminous surfacing on 7.35 miles of SH 25, Rupert-West, and furnishing crushed gravel and/or rock surfacing and cover coat material in stockpiles in the vicinity of Malta and Rupert, in Minidoka and Cassia Counties - State financed. Contract was awarded to Mountain States Construction Company, Inc., Pocatello, Idaho, the low bidder, on February 24, 1961, in the amount of \$69,980.00.

I-15-2(7)96 - The work consists of grading 4-lane divided roadway, constructing drainage structures, 1-grade separation, 1-interchange and 4-concrete bridges on 7.841 miles of Interstate Highway No. 15, in Bingham County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. The low bidder was Earl L. McNutt Company, Boise, Idaho, in the amount of \$1,421,583.95.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 40 A4, SH 34, Wayan-Freedom, Caribou County, Silver Star Telephone Co., Inc.,

FHP 40 A4, SH 34, Wayan-Freedom, Caribou County, Lower Valley Power & Light, Inc.

Right of Way in Excess of \$20,000. The Board approved the following purchase of right of way in excess of \$20,000:

Project I-90-1(9)34, Parcel No. 28, from Mr. McKivor, in the amount of \$26,350.00.

Permanent Easement. City of Lewiston, Widening of 21st Street, Nez Perce County, District No. 4 - We have this 27th day of February, 1961, executed in duplicate a Permanent Easement to the City of Lewiston over existing highway right of way for the purpose of allowing said city to improve one of its streets.

Easement for Culdesac Road. Bonneville County, District No. 6 - We have this 27th day of February, 1961, executed in duplicate, an Easement to the City of Idaho Falls, Idaho, for the purpose of constructing thereon a Culdesac Road to Texas Avenue in exchange for a Cooperative Agreement to be executed by the City of Idaho Falls.

Access Resolution. S-1778(7), Preston to Riverdale, Idaho, Franklin County, District No. 1 - We have this 27th day of February, 1961, executed an Access Resolution for captioned project relative to control of access with certain exceptions.

February 27, 1961

Order of Condemnation. I-15-1(5)17, Deep Creek to Colton Lane, (near Malad), Parcel 1 - Morgan Tovey & Gwenford Tovey, also known as Gwenfred Tovey, husband and wife; Parcels 6 and 6-E-1, D. L. Evans. We have this day executed in duplicate an Order of Condemnation covering the above-listed parcel numbers of captioned project.

Special Warranty Deeds. I-90-1(9)34, Kootenai County, District No. 5, Parcel No. 35A - We have this 27th day of February, 1961, executed, in duplicate, a Special Warranty Deed to the Sverdsten Logging Company as partial exchange for Parcel No. 35 conveyed to the State of Idaho for captioned project.

F-1032(3), Blackfoot Streets, Bingham County, District No. 1, Parcel No. 15A - We have this 27th day of February, 1961, executed, in duplicate, a Special Warranty Deed to Afton Scogings, Paul Merritt and LaFawn Merritt in exchange for Parcel No. 15 from aforementioned parties for captioned parcel and project.

Speed Control Zones in District Three.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 24, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 5 pertaining to US Highway No. 20, 26 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 20,26	0.0	1.55	Oregon St. Line to Jct. with US 95	60-55

February 27, 1961

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
2.	US 20,26	1.55	7.50	Entered as US 20-26 and US 95	--
3.	US 20,26	7.50	8.55	Parma Urban Extension	--
4.	US 20,26	8.55	15.80	Parma to Notus	60-55
5.	US 20,26	15.80	16.60	Notus Urban Extension	--
6.	US 20,26	16.60	22.25	Notus to Jct. 20-26 & 30	60-55
7.	US 20,26	32.40	33.90	Entered as 20-26 & 30	--
8.	US 20,26	33.90	34.35	Caldwell Urban Extension	--
9.	US 20,26	34.35	50.35	Caldwell to Jct. with Hwy 69	60-55
10.	US 20,26	50.35	54.85	East of Jct. with Hwy 69	60-55
11.	US 20,26	54.85	55.55	To Garden City	45
12.	US 20,26	55.55	57.30	Garden City Urban Ext.	--
13.	US 20,26	57.30	102.40	Entered as US 20,26,30	--
14.	US 20,26	102.40	143.05	Entered as US 20T,26,30	--

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 24, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Item 10 pertaining to U.S. Highway No. 95, 20, 26 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

February 27, 1961

Item No.	Highway No.	Milepost	Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95, 20, 26	49.30	49.70	Parma Urban Extension	--
2.	US 95, 20, 26	49.70	55.5	Parma to Jct. with US 20-26	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Designation of State Highway

WHEREAS, the road extending easterly and northerly from a junction with State Highway No. US 30S at Malta via Albion and Declo to a junction with State Highway No. US 30N, east of Rupert is deemed to possess the characteristics of a State Highway as set forth by Section 40-120, Subsection 3, Idaho Code,

NOW THEREFORE BE IT RESOLVED, that there be and hereby is, designated a highway to be known as State Highway No. 77, described as beginning at a junction with State Highway No. US 30S at Malta and extending westerly and northerly via Albion and Declo to a junction with State Highway No. US 30N east of Rupert, said designation to be effective April 1, 1961.

WHEREAS, the Troy-Kendrick Road extending from a junction with State Highway No. 42 at Kendrick to a junction with State Highway No. 8 near Troy is deemed to have the characteristics of a State Highway as set forth by Section 40-120, Subsection 3, Idaho Code.

NOW THEREFORE BE IT RESOLVED, that there be, and hereby is, designated a highway to be known as State Highway No. 99, described as beginning at a junction with State Highway No. 42 at Kendrick and extending northwesterly to a junction with State Highway No. 8 near Troy, said designation to be effective April 1, 1961.

Hagerman Route Study. The Board reviewed the location study of US 30 through Hagerman and reserved decision until the two routes can be looked at and compared on the ground sometime this summer.

TUESDAY, FEBRUARY 28, 1961

The Board reconvened at 8 a.m., Tuesday, February 28, in the Board

Room at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Whitebird Route Study. The Board viewed the location study of the two routes down the river between Whitebird and Cottonwood ranging from \$19 million to \$15 million; and five alternate routes from Whitebird to Grangeville over the summit were considered ranging from \$26 million to \$13 million, with two routes involving tunnels - one 2700 feet long, costing \$15 million, and another 7800 feet long, costing \$19 million.

The Board ruled out further consideration of routes down the Salmon River from Whitebird because of:

1. Possible flooding of the route by future dams proposed; in such event, possible reconstruction of highway at State expense.
2. Traffic studies indicate approximately 700 of the 1100 anticipated daily traffic would desire to continue to use the present route to Grangeville. This would necessitate further improvements on the existing highway.
3. First costs comparisons of the various alternates entered into it.

The costs-benefits ratios of the various Grangeville routes not being available at this time, the Board decided to wait until a future meeting to determine the routing between Whitebird and Grangeville between the five alternates presented.

It was pointed out the projected 1980 traffic count reflects only 1186 average daily traffic, of which 482 would be destined to Cottonwood by way of the river routes and 704 would still be destined for Grangeville on any of the five alternates over or through Whitebird Hill.

Out-of-State Travel authorized by the Board:

To Portland, Oregon, to attend the Pacific Northwest Materials Conference, Harry Day and John Cosho, Materials Division.

To Sacramento, California, to evaluate California's Profile-0-Graph to consider applying to Idaho's road roughness analysis - Fred H. Anderson, Materials Division.

To Utah State University, Logan, Utah, for Concrete Conference, Harry Day, Materials Engineer, one day to go and return.

State Engineer Bennett to Louisville, Ky., June 27-28, to attend AASHO Executive Committee.

WEDNESDAY, MARCH 1, 1961

The Board reconvened at 8 a.m., Wednesday, March 1, in the Board Room, 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE NOS. 1362 & 1364 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in the vicinity of Banida and Grace, in Franklin and Caribou Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer that the contract be awarded to Carl E. Nelson Construction Company, Inc., Logan, Utah, the low bidder, in the amount of \$25,300.00. (The contract was awarded March 7, 1961.)

STOCKPILE NOS. 2300, 2365 & 2366 - The work consists of furnishing crushed gravel surfacing and cover coat material in various stockpiles in the vicinity of Hollister, Jct. US 93 and SH 79, and South of Stanley adjacent to US 93, in Twin Falls, Jerome and Custer counties - State financed. The bids were rejected, the lowbidder being 39.15% over the Engineer's estimate.

Order of Condemnation. F-5121(5), Priest River, Parcel No. 15- Subject to the Chief Right of Way Agent's requirements, the Board did authorize the above parcel to be taken into condemnation. The condemnation is subject to the feasibility of the Plans Division to eliminate this parcel from the project.

Public Hearing Dates Set. The Board approved public hearing dates at Pocatello for the afternoon of Monday, March 27, regarding Benton Street Overpass and the 4th and 5th Street one-way couplet; and at Malta the afternoon of March 28, regarding locating the Interstate Route 80N between Cotterell Junction and the Utah line.

Board Room Furniture. The Board approved the purchase of a line of furniture for the Board Room made by the Johnson Chair Company and Marble Furniture Company, which will be subject to open bidding to the State Purchasing Office.

Morrison-Knudsen Company Claim. Mr. D. W. Lutes and Mr. Len Stoddard of the Morrison-Knudsen Company appeared regarding the claims concerning the Weiser Overpass, Project F-FG-3112(8).

The first claim presented was changes in concrete footings on the railroad structure, which the contractor claims materially affected the over-all cost for placing concrete by the yard.

March 1, 1961

The concrete in the two highway structures and the massive railroad structure was not separated for bidding of the concrete item. Because of this, the basis of this claim is justifiable under the formula as presented by Walter Albrethsen, the Bridge Engineer, amounting to approximately \$1,714.90.

The second claim was the membrane seal on the railroad structure. The contractor claimed that the contract called for deck water proofing, and that he was made to put in a membrane seal. Inasmuch as the highway bridge plans called for the membrane water proofing and the plans over-rule the specifications, this claim was denied.

The contractor claimed that on the select borrow item that the proposal which showed cubic yards was in error. It should have been shown as tons. The plan quantities and the proposal quantities support the claimant's position. It is apparent that an error was made in using cubic yards in place of tons on the proposal.

Also the contractor's bid for this work compared to the other bidders on the project and the Engineer's estimate supports his claim of bidding it by the ton. The Board accordingly allowed this item to be changed to the payment on the ton basis rather than the cubic yard.

The final claim was for asphalt paving of extra islands. The contractor claimed that the plans very definitely specified each island to be paved and as the quantities for paving islands was included with the roadway paving quantities, the increasing the number of islands to be paved changed the plans and would cost the contractor additional handwork over what was specified on the plans. Inasmuch as the plans definitely showed the islands to be paved and due to the fact that the paving quantities for islands were not separated for bidding purposes, the Board agreed that this extra handwork should be paid on a force account basis.

The adjustment of the above four claims in detail is reflected in a letter to the Morrison-Knudsen Company from the State Highway Engineer dated March 7, 1961.

Olds Ferry Route on State Highway System. A group of 22, consisting of State Legislators, County officials, and interested citizens, next appeared regarding a request of Washington County and John Lloyd, Mayor of Weiser, for the State to put the Olds Ferry Route on the State Highway System, and accept approximately \$97,000 of County-Federal Aid 1961-62 allocated moneys to Washington County to be applied towards improvement of the road with ultimately a bridge across the Snake River affecting a connection with Oregon's State Highway System near the Interstate in the vicinity of Olds Ferry. It was pointed out by Chairman Rich that much had to be done before this could be accomplished:

March 1, 1961

1. That the Oregon Highway Department would have to be in agreement with such a connection and participate in the cost of the river crossing.
2. That there is nothing on the State Construction Program in Idaho during the next five years contemplating this route.
3. It should be pointed out that the Board does not regard the project as an impossible accomplishment; but a lot of doing, negotiating, planning, and money will be required before the request can be realized.

Mr. Bennett indicated that he had informally discussed this project with the Oregon State Highway officials and that they indicated a lack of interest in the proposition.

The Board indicated they would be down to view the Olds Ferry Route before long and go over the improvement Washington County has made on the route and view the suggested connection with Oregon's highway system.

Cambridge South Right of Way Court Litigation. The above group from Washington County and Weiser indicated they would like very much to participate in any way they can to affect a reconciliation in the matters of the Nina Potter and Burton parcels. State Engineer Bennett indicated that should Burton and Potter grant the State possession of the parcels involved and agree to litigating the matter after the Department deposited with the Court the sum of money offered by the Department for the parcels, that the bid openings of the proposed construction project could be expedited immediately.

The group indicated they would return to Weiser and pursue locally the matter to that end.

Glenn Pickett Claim. Mr. Glenn Pickett, of Pickett and Nelson, appeared regarding Project F-FG-1024(10), Van Ness Underpass, Bannock County.

This project overran the contract time, due to causes beyond the contractor's control. Therefore, additional railroad liability insurance had to be obtained by the contractor. The contractor claims that the additional extension of insurance should be on the basis of his bid item rather than on his actual cost plus 10 per cent. The Highway Board agreed that the Department should stay with the bid items and the extension of this item should be based upon the proportionate amount of the bid item.

Twin Falls Chamber of Commerce. A delegation from the Twin Falls Chamber of Commerce composed of Bill Grange, Art Shrank and John Hahn,

appeared before the Board requesting early attention to the expediting of the 1962 projected construction in the vicinity of Twin Falls, so that change or delays could be minimized, reciting what a small percentage of construction the Twin Falls section had been allotted in recent years compared to other populous sections in the State. The Board indicated there was no set formula for the allocation of construction moneys in any given section of the State, but rather strictly on a basis of need, and on that comparison Twin Falls section did not receive the construction moneys in recent years; the fact that the Interstate has been held up since 1957 through court action has caused a disparity of construction moneys in the Magic Valley area.

Improvement of SH 68. State Senator Wetherell, Elmore County, delivered a communication in which the Senator states the Elmore Board of County Commissioners wishes to transfer all of the current and 1962 fiscal year allotted Federal Aid moneys to the State for applying to highway improvement of SH 68 in Elmore or Camas County at the discretion of the future State construction programing.

State Secondary Roads Engineer Short is contacting the County Commissioners for their views in writing regarding the transferring of the above-mentioned Federal Aid allocated funds.

Mr. Dwayne Nef, of Arco, appeared before the Board requesting permission to use a culvert crossing Highway 20-26 to carry irrigation water to his farmland at Butte City, east of Arco. After considering the request, the Board authorized the Department to grant the request providing elevations and capacity of the culvert would in no way jeopardize the base or any part of the highway.

The District Engineer's report indicated there was ample gradient for flow and get-away of the water on each side of the highway.

THURSDAY, MARCH 2, 1961

The Board reconvened at 8 a.m., Thursday, March 2, in the Board Room at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Appraisal on Project I-15-1(13)66, Pocatello Bypass, University Park Corp., and Empire Investment Corp. The Board met with Mr. C. R. Salmen, Bureau of Public Roads; Mr. Joseph Keely, Appraisal Reviewer; Mr. Mix, Chief Right of Way Agent; L. I. Passmore, Appraisal Supervisor; and Rod Johnston, Review Appraiser for the Department of Highways, regarding appraisal figures concerning Parcel Nos. 15 and 15½ in connection with the above project.

The Bureau of Public Roads was invited to attend as a result of their letter expressing dissatisfaction with the appraisals for this

parcel. The Bureau's dissatisfaction appeared to be based on insufficient information in the appraisals to explain why certain so-called comparable subdivisions were not used by the appraisers in their determination of value.


After discussion and analysis, it was agreed unanimously by the Board, Mr. Bennett, Mr. Salmon, and Mr. Mix that the hiring of an additional appraiser would not accomplish anything. Additional information should be secured from each of the three "outside" appraisers engaged to appraise the subject property to supplement their appraisals by the addition of explanations as to why other "so-called" comparable subdivision properties were not used. This additional information will be presented to the Board at their April 14 meeting and the subject property principles will be notified accordingly.

Expense Vouchers. The Board approved the following expense vouchers for February:

R. C. Rich, \$140.88; W. C. Burns, \$122.15; E. F. Gaffney, \$150.68.

WHEREUPON, the Board adjourned until its next meeting to be held April 12, 13, & 14, 1961.

Read and Approved April 13 1961
Boise, Idaho



R. C. RICH, Chairman

March 2, 1961

SPECIAL BOARD MEETING

April 6, 1961

The Highway Board this date made the following determinations:

Pocatello. Regarding the public hearing held under Federal Aid and State statutes in Pocatello, at the City Hall, 1:30 p.m., March 27, 1961, the Board finds and determines that the following changes in the State Highway System within the City of Pocatello, to wit:

The proposed construction, abandonments, and/or re-placements of certain sections of U. S. Highways 30N, 91 and 191 in Pocatello as outlined in the brochure, dated March 1961, and presented at the aforesaid public hearing in Pocatello,

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Pocatello from said proposed changes.

Malta. Regarding the public hearing held under Federal Aid and State statutes in Malta at the Raft River Grange Hall, 1:30 p.m., March 28, 1961, the Board finds and determines that the following changes in the State Highway System within and in the vicinity of Malta, to wit:

1. The proposed location of a 46.5-mile section of the National system of Interstate and Defense highway system in Cassia and Oneida Counties as proposed and outlined in the brochure dated March 1961 presented at, and the subject of, the aforesaid public hearing.
2. The exact location of interchanges shall be flexible to the extent that detailed surveys and traffic connection demand studies may prove substitute locations more beneficial,

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Malta from the said proposed changes.



R. C. Rich, Chairman

Read and Approved April 6 1961
Boise, Idaho

April 6, 1961

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 12, 13, & 14, 1961

The Board convened at 7 a.m., Wednesday, April 12, 1961, at Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Tour of South-Central Idaho. The Board, as convened, left at 7 a.m., for a tour of U.S. 30 to Bliss; U.S. 20-26 to Shoshone; SH 24 to Minidoka; thence to the Interstate Twin Bridges; U.S. 30N to Burley; U.S. 30 to Twin Falls, Buhl, Hagerman, Bliss and returning to Boise.

The following highway needs and requests for projects were viewed:

Dietrich - Richfield road request
Burley's north connection to the Interstate
Highway improvements in the vicinity of Twin Falls
Alternate routes through the Village of Hagerman

Accompanying the Board were C. W. Glasby, District Engineer; and Ellis Mathes, Assistant State Highway Engineer.

THURSDAY, APRIL 13, 1961

The Board reconvened at 8 a.m., Thursday, April 13, in the Board Room at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Minutes of the Regular Meeting of the Board of Highway Directors, February 25, 27, 28, March 1 & 2, 1961, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-1481(516) - The work consists of seal coating on 17.3 miles of U.S. Highway No. 30N, Soda Springs - East, in Caribou and Bear Lake Counties - State financed. Contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on March 9, 1961, in the amount of \$36,980.00.

F-3022(8) & S-3809(4) - The work consists of constructing the roadway, drainage structures and a plant mix bituminous surface on 3.596 miles of US-30, Sebree - Mt. Home and 0.795 mile of SH-68, Third Street North, in Elmore County - Federal Aid Primary, Secondary and State financed. Contract was awarded to L. W. Vail Co., Inc., Pasco, Washington, the low bidder, on March 23, 1961, in the amount of \$383,910.02.

I-15W-4(13)97 - The work consists of reconditioning 3.800 miles and constructing a plant mix bituminous surfacing on 8.302 miles of Interstate Highway No. 15W, in Power County - Federal Aid Interstate and State financed. Contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on March 23, 1961, in the amount of \$197,130.50.

STM-5116(521) & 5121(515) - The work consists of reconditioning, constructing a roadmix bituminous surface and seal coating 7.0 miles of U. S. 95 and 10A, Sandpoint North, in Bonner County - State financed. Contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on April 5, 1961, in the amount of \$69,995.00.

ST-4201(508), 4113(521), 4113(522) & 4743(506) - The work consists of seal coating approximately 44.5 miles on various highways in the vicinity of Kamiah, Goff Bridge, Winchester and Craigmont, in Idaho and Lewis Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, on April 17, 1961, in the amount of \$46,508.45)

STOCKPILE 6378 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles at the Swan Valley Maintenance Yard, in Bonneville County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, on April 17, 1961, in the amount of \$18,830.00.)

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-1024(11), US 30N, Power County, Idaho Power Company

" " " " , Mt. State Tel. & Tel. Company

F-5121(5), US 2, WCL Priest River Jct. FAS 5782, Bonner County, Bonneville Power Administration

F-5121(5), US 2, WCL Priest River Jct., FAS 5782, Bonner County, General Telephone Company of the Northwest

F-5121(5), US 2, WCL Priest River Jct., FAS 5782, Bonner County, Pacific Power & Light Company

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I-15-3(7)111, Bingham County Line-Idaho Falls, Bonneville County,
Mt. States Tel. & Tel. Company

I-15-3(7)111, Bingham County Line-Idaho Falls, Bonneville County,
Utah Power & Light Company

F-6462(2) SH 88, Jefferson & Madison Counties, Mt. States Tel. & Tel.
" " " " " " , Fall River Rural Elec.
Cooperative, Inc.

S-4771(2), SH 7, Ahsahka-Devils Elbow, Clearwater County, Clearwater
Power Company

S-4771(2), SH 7, Ahsahka-Devils Elbow, Clearwater County, General
Telephone Company of the Northwest

F-3112(5), US 95, Cambridge South, Washington County, Idaho Power
" " " " " " , Cambridge
Telephone Company

I-90-1(9)34, 4th July Canyon-Dudley Grade Separation, Kootenai
County, Pacific Telephone Company of the Northwest

I-90-1(9)34, 4th July Canyon, Dudley Grade Separation, Kootenai
County, General Telephone Company of the Northwest

FHP 35-A, Reynolds Pass Road, Fremont County, Mt. States Tel. & Tel.
" " " " " " , Fall River Rural
Elec. Coop. Inc.

F-6462(7), SH 88, Howe Jct., - Pole Line Road, Butte County, Utah
Power & Light Company

Removal from the State Highway System.

WHEREAS, construction of 1.160 miles of State Highway No. US 30N
on new location beginning at a point in Sec. 18, T. 9 S., R. 41 E.,
0.310 miles east of junction State Highway No. 34 and ending at a point
in Sec. 8, T. 9 S., R. 41 E., 4.386 miles west of Soda Springs West
Corporate Limits, has made continuance of the original road as a part
of the State Highway System no longer essential, all as shown on the
sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road,
1.015 miles in length, is hereby removed from the State Highway System
effective this date.

WHEREAS, construction of 0.894 mile of State Highway No. US 10A
(I-90) on new alignment beginning at the Northwest Boulevard interchange
and ending at the Lincoln Way interchange has made continuance of the
original road as a part of the State Highway System no longer essential,
all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.982
mile in length and extending from the Northwest Boulevard interchange via

Best Avenue to the Lincoln Way interchange be, and hereby is, removed from the State Highway System, effective this date.

BE IT FURTHER RESOLVED, that State Highway No. US 10A is hereby designated as beginning at a junction with US 10 (I 90) at the Lincoln Way Interchange at Coeur d'Alene and extending northerly and easterly via Sandpoint, Hope, and Clark Fort to the Montana State Line near Cabinet.

Speed Limits in the Village of Winchester.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Winchester; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated December 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Winchester should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Winchester; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 95 Business	Joseph Avenue	South Village Limits to Clark Street	35
2.	US 95 Business	Clark Street	Joseph Avenue to East Village Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated December 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Winchester, is herewith rescinded. It is further determined and declared that the hereinabove designated prima

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facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Winchester shall henceforth be effective at all times during hours of daylight or darkness.

Speed Control Zones in District Four.

WHEREAS, by virute of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter ~~rural~~ portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95 Business	290.65	293.00	Jct. with US 95 to Winchester	50
2.	US 95 Business	293.00	293.60	Winchester Urban Ext.	--
3.	US 95 Business	293.60	295.80	To Jct. with US 95	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

County Funds for State Highway 68. The Board considered the offering by Elmore, Camas and Blaine Counties of their Federal-aid moneys to be applied on a construction project on SH 68 where, in the mind of the Highway Department, would be applied to best advantage. The Department indicated the funds with State participation could develop at \$300,000 project and could be fitted in best between Dixie and the end of the present Forest Highway project in the vicinity of Hill City.

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The Board decided that the offered funds should be held in abeyance until this fall, in order that the Department may evaluate how the 1962 Construction Program would come out money-wise in the way of available State funds to match Federal-aid to the State of Idaho.

Age Retirement Policy. The following policy regarding age retirement was approved, to become effective May 1, 1961, and superseding that of February 10, 1956:

It is the policy of the Idaho Department of Highways to place each and every employee, hourly or certified, on retirement status upon reaching age 65.

Unless exception is requested of, and approved ahead of time by, the Board of Highway Directors, termination of employees on retirement status, who become 65 between January 1 and June 30, is mandatory by July 1 of that year. Similarly, termination of employees who reach that age between July 1 and December 31 shall become effective not later than January 1 of the ensuing year.

An exception (or exceptions) to such termination may be requested in writing via the Personnel Director by a District Engineer, division head or higher authority for any urgently needed, especially qualified employee(s). Such request(s) shall be for extended employment by special authorization from the Board and the State Highway Engineer, to become effective as of January 1 or July 1, as the individual case may require, and to continue thereafter for a period that may be less but never more than 12 consecutive months.

Requests for such extensions for individuals who have attained, or who will reach, age 65 between January 1 and June 30, or whose current extension expires as of June 30, shall be received by the Personnel Director by April 1. Those approved by the Board will become effective July 1 for the interval stipulated in each approval. Similar requests for individuals who have attained, or who will reach, age 65 between July 1 and December 31, or whose current extension expires as of December 31, shall be received by the Personnel Director by September 1. Those approved by the Board will become effective January 1 of the ensuing year for the interval stipulated in each approval.

On those occasions when a district engineer or division head desires to rehire a retired former employee for hourly work on a part-time basis, prior approval via the Personnel Director from the State Highway Engineer is required.

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Extensions of Over-age Employment. The Board approved the following extensions be granted to over-age employees:

District 1

Extended to June 30, 1962:

L. S. Gray, 69, District Locating Chief
B. A. Empey (Hourly), 73, Part-time Watchman

District 3

Extended to June 30, 1962:

G. W. Thompson, 65, Resident Engineer

Extended to June 30, 1961:

T. C. Beck, Sr., 65, Maintenance Man

District 4

Extended to December 31, 1961:

C. F. VanSise (Hourly), 66, Part-time Watchman
Henry Juran (Hourly), 73, Part-time Watchman
L. V. Whitcomb, 65, Equipment Operator

District 9

Extended to June 30, 1962:

K. A. Hodge, 65, Traffic Supervisor (Planning Survey)
E. E. Johnson, 67, Draftsman (Planning Survey)

Out-of-State Travel authorized by the Board:

Radio Engineer, Tony Sternling, to Reno, April 19, 20, 21 for
WASHO - AASHO Committee on Communications.

State Bridge Engineer, Walt Albrethsen, to San Francisco, May 25-26, for AASHO Bridge Committee Conference.

Materials Engineer, Harry Day, to San Francisco, May 10-11, for
Pacific Conference on Asphalt Specifications.

Chief Right of Way Agent Jack Mix to Seattle, May 15-18, for
American Right of Way Association National Conference, providing his
work is such he may get away at that time.

Orders of Condemnation. We have this day executed, in duplicate, Orders of Condemnation on the following:

S-SG-3862(2), Payette Overpass, Parcel No. 3 - Moss Mercantile Company, a corporation.

S-SG-3862(2), Payette Overpass, Parcel No. 4 - William A. Moss, Wentworth H. Moss, Albert B. Moss, Jr., Frederick M. Moss, Heber Richard Moss and Wentworth H. Moss and Frederick M. Moss as Trustees for Heber Richard Moss.

F-1031(19) and I-15-1(5)17, Colton Lane Temporary Connection (Near Malad, Idaho), Parcel No. 1 - Annie T. Vanderwood, a widow

Quitclaim Deeds. F-3112(5), Cambridge - South, Washington County, District No. 3, Parcel No. 5A - We have this 13th day of April, 1961, executed, in duplicate, a Quitclaim Deed to Ina C. Potter and Ray Potter in exchange for approximately 2.55 acres of land lying in a portion of the NW $\frac{1}{4}$ SE $\frac{1}{4}$ and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 10, Township 14 North, Range 3 West, Boise Meridian.

Borrow Permit JR-28, I-80N-3(11)164, Jerome I.C. - U.S. 93, Jerome County - We have this 13th day of April, 1961, executed in duplicate a Quitclaim Deed to Duane Hessler and Mary Ellen Hessler in order to clarify a title question.

Exchange of Access Deed. S-1778(7), Parcel 8A - We have this 13th day of April, 1961, executed, in duplicate, an Exchange of Access Deed as between this Department and Elmer S. Palmer and Violetter Palmer.

Special Warranty Deeds. I-15-3(7)111, Bingham County Line-Broadway, Bonneville County, District No. 6, Parcel No. 7A - We have this 13th day of April, 1961, executed, in duplicate, a Special Warranty Deed to Dean G. Huntsman and Dorothy Huntsman in exchange for partial consideration for Parcel No. 7A conveyed to the Department of Highways.

F-1024(11), American Falls Connection, District No. 1, Parcel No. 2A - We have this 13th day of April, 1961, executed, in duplicate, a Special Warranty Deed conveying Parcel No. 2A of captioned project to J. Paul Evans and Lorene Evans and Delane M. Hall and Helen E. Hall as partial consideration for their having conveyed Parcel No. 2 of captioned project to this Department.

I-15-2(7)96, District No. 1 - We have this 13th day of April, 1961, executed in duplicate a Special Warranty Deed to Rachel May Christensen in exchange for partial consideration for Parcel No. 12A, conveyed to the Department of Highways.

Materials Source AD-98, Ada County, District No. 3 - We have this 13th day of April, 1961, executed, in duplicate, a Special Warranty

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Deed to Harry O. Frost and Emily Frost in exchange of 19.0 acres for \$3500 and approximately 31.45 acres of land lying over and across a portion of the NW $\frac{1}{4}$ SW $\frac{1}{4}$ in the NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 14, Township 2 North, Range 1 East, Boise Meridian.

Declaration of Property as Surplus. The Board approved the sale of the following surplus of land to be sold to the highest bidder at not less than \$250:

I-90-1(2)11, Parcel No. 24, W. W. Stillinger

Approval of Right of Way Settlements in Excess of \$20,000. The Board approved the following:

I-15-1(13)66, Parcel No. 15 $\frac{1}{2}$, Marshall Brothers, in the amount of \$85,163.00.

I-15-1(18)70, Parcel No. 1, Cravat, Anderson & Skyline Homes, in the amount of \$31,525.00.

Drainage Damage. In discussing the drainage problem on the Evon Huntsman Parcel No. 15, I-15-2(8)104, the Board recommended that, since a statement was made that the parcel of land could be drained, the Department proceed with constructing the necessary drainage facility in place of a cash settlement for drainage damage.

Authority to Purchase Right of Way. The Board approved the following purchases of right of way:

District No. 1

F-FG-1481(20), Merrill Road Connection, with partial control of access

F-1381(10), Blackfoot. From the North Blackfoot Street Interchange to Pacific Street with partial control.

In the city of Blackfoot the Bridge and Judicial streets one-way couplet was approved to be improved under the standard approach policy.

District No. 2

I-80N-4(1)220, Junction I-80N - I-15W, Cotterell Interchange (incl), with full control of access

District No. 4

S-4809(3), East Side Neva Hill - CM & St. Paul Railroad
Crossing, access not controlled
FH 16-1(1), Kooskia By-Pass, access not controlled

District No. 6

F-6521(3), .4 miles east of Newdale to Clementsville,
access not controlled

F-6033(8), Shelley Interstate Interchange to South Idaho Falls connections with US 191. Access will be partial controlled and limited to public road connections. Present private access and future public road connections that may be authorized by the Board in the future, such as additional frontage road connections, to accommodate orderly land development.

Modification of Project Agreement. The Board signed a modification of Project Agreement, Project F-2361(9), Parcel No. 3C, with Martin Distributing Company, Twin Falls, Idaho.

City of Montpelier - Washington Street. A delegation from the City of Montpelier composed of Mayor Dr. W. C. Stock; Councilman Spencer W. Hess; and City Superintendent E. B. Wuthrick, appeared regarding an early improvement of the overpass on U.S. 89. Two alternates were proposed by the City, one across the tracks of present Washington Street and another one-half mile south of the existing crossing. They pointed out, however, that the alternate was merely a suggestion and if the Highway Board did not go along with it, they would drop the alternate and settle for Washington Street.

The Board informed them that the Department still viewed Washington Street as the most feasible location, whereupon the delegation indicated they would return to Montpelier and develop a minute entry of the City Council unanimously requesting the Department to again begin plans for an overpass on Washington Street. The Board indicated that preliminary planning for this improvement was started before in 1957 and was dropped because the City of Montpelier administration disapproved of an overpass on Washington Street. The Board reminded the delegation that the other project having been dropped from programming will now cause the improvement to wait its turn for construction moneys in the future, it not being in the presently planned five-year program.

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Pocatello -- Gould and Maple Streets Hearing Determination. The following determination of the Board was made regarding the proposal to improve US 30N between Gould and Maple Streets and Gould Street as submitted in public hearing under Federal Aid statutes at the City Hall Auditorium, Pocatello, Idaho, 10:00 a.m., Monday, March 27, 1961:

The Board finds and determines that the following changes proposed in the State Highway System in Pocatello, to wit:

1. To extend the present raised channelization on US 30N from Maple Street southeasterly to Gould Street and extend the frontage road on the southwest side of US 30N from Maple Street to Conner Street.
2. To construct raised medians on Gould Street from the Overpass to an intersection with Oak Street.
3. The following streets and alleys would be closed connecting with Gould Street: Fourth Avenue, the alley between Fourth and Third, and the alley between Third and Second Avenue.
4. The frontage road on the southwest side of US 30N will connect with US 30N at Maple Street and at Conner Street. Conner Street on the northeast side of US 30N will be closed.
5. Traffic signal equipment will be modernized and modified at the intersection of Third Avenue and Gould Street.
6. That the design of this improvement on U.S. Highway 30N between Maple Street and Gould Street be carefully evaluated so as to afford adequate service connections, turning radii and other design features required to accommodate the many large commercial vehicle units moving to and from abutting property in this area.

In considering the above, the Idaho Board of Highway Directors has considered and weighed the economic effects of the improvement and makes their decision of the proposal in the affirmative.

Howe Hearing Determination. The following determination of the Board was made regarding the proposal to improve State Highways 22 and 88 through the community of Howe as submitted in public hearing under Federal statutes at the Howe Cash Store, Howe, Idaho, on Friday, March 24, 1961:

The Board finds and determines that the following improvement in the State Highway System in Howe, to wit:

To reconstruct State Highway 22 - 88 through the community of Howe on an 80-foot right of way with a proposed paved roadway width of 24 feet.

In considering the above, the Idaho Board of Highway Directors has considered and weighed the economic effects of the above improvement for the community of Howe and makes their decision of the proposal in the affirmative.

FRIDAY, APRIL 14, 1961

The Board reconvened at 8 a.m., Friday, April 14, in the Board Room at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Surplus Bridge Truss in Culdesac. The Board granted to the Village of Culdesac a surplus 40-foot bridge truss requested by the Village to be used in spanning Lapwai Creek in Culdesac. The Village is to take delivery of the truss at Boise.

Projects for 1961 Construction Program. The Board approved placing in the 1961 Construction Program the following projects:

Paving remaining 2 lanes of Interstate 15W from Raft River to Snake River

Reconditioning and plantmix surfacing 2 lanes of Interstate 80N, Regina to Cleft

Policy for use of Building Auditorium. The Board approved the following policy for the use of the auditorium in the new Highway - Law Enforcement Building:

All requests for the use of the auditorium should be cleared for approval as to calendar dates, time, etc., through the Highway Administrative Officer, who will interpret the operation of this policy.

The Departments housed in the Building shall have first priority at no charge.

State agencies outside of the building are limited to use of the auditorium to one day with a rental charge of \$15 per meeting. No night meetings shall be permitted except under unusual circumstances.

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Groups may be assembled without charge by invitation of agencies in the building when the meeting subject matter relates to the activities of the respective agency in the building.

This policy should be considered as temporary, with time and functioning dictating permanence.

Rental for Liquor Law Enforcement. The Board asked the Secretary and State Highway Engineer to meet with Mr. Hopper and discuss budgetary considerations concerning the rental rate for space housing the Liquor Law Enforcement Division. Determination of the rental rate is to be evaluated by the Board at its next meeting.

Construction of Storage Building. The Board approved the location of a building for dead storage to be built by the Department of Law Enforcement. The building is to be constructed so as to permit additional sections for storage to be built adjacent thereto by the Highway Department.

City of Alameda Delegation, composed of City Attorney Max Whittier, City Commissioner Robert Crabtree, and City Engineer Gary Stoor, met with the Board asking for financial assistance in the watermain costs involved in the reconstruction of Alameda Street from Yellowstone Avenue to Pocatello Creek Interstate Interchange.

The Board took no action in the matter, as the Department has denied this type of request from other cities, it being contrary with the established policy between the Department and the Municipal League.

The delegation requested and the Board directed the Department to put into the plans of the Alameda Street improvement a sidewalk on the north side of the road with a fence on the north right of way line from Meadowbrook Lane to Randolph Avenue.

The Board requested the Department to hold in abeyance a request of the City of Alameda for providing means of conducting drainage past their park and discharging the drainage into the Highline Canal. The Board requested the Department to evaluate the size of pipe that is contemplated for that location on the present Interstate project and evaluate it as to capacity in properly handling the drainage in question.

Alameda Road Access Control. The City asked the consideration be given to provide access to and from Alameda Road at the Utah Oil Company property near the intersection of Jefferson Street. It was pointed out that right of way negotiations recently completed had eliminated this problem.

Mr. Whittier requested that access control sufficient to allow the normal growth of business enterprise be permitted on each side of

Alameda Road, as the currently planned access control would prevent business development.

The Board asked the Department to provide openings to Alameda Road for any public streets that may be dedicated to the City, providing such streets are of normal block length. It was agreed this would greatly alleviate the access control problem anticipated by Mr. Whittier.

Bench Road Connection to Alameda Road. Mr. Whittier asked that the Department consider the re-alignment of this connection so that the Bench Road would have the preferred alignment connection. He indicated the Bench Road would ultimately carry more traffic than the Pocatello Creek Road east of this intersection.

After discussing the projected traffic factors as well as a connection offering the best safety design, it was determined that the City and the State should cooperate, when the traffic warranted, in the installation of adequate traffic control measures at this intersection.

Delegation from Malad. Next appearing before the Board was a delegation from Malad composed of John V. Evans; Ralph Jones, Attorney; H. H. Jensen; W. E. Thomas; E. T. Evans; Roy H. Jensen; Lamont Jones; and David E. Evans, property owners along the Devils Creek section of Interstate Route 15 immediately north of Malad.

They indicated their dissatisfaction with appraisals and the application of stock passes to the extent that the Board asked the Chief Right of Way Agent to personally review the matter on the ground to better evaluate the merit of the delegation's complaint.

Alvin MacDonald, Belmont Highway District, Bayview, next appeared before the Board with W. R. Endicott, Bayview Chamber of Commerce; and E. R. Elliott, Kootenai County Waterways Commissioner of Lake Pend Oreille. The delegation requested the Board's consideration in taking onto the State Highway System that section of Belmont Highway District road from Athol to Bayview in Kootenai County.

The delegation described the traffic growth increase in recent years to the recreational area from U.S. 95, also the fact that the oil mat is deteriorated, and that the Highway District has no equipment to recondition the same.

The Board indicated they would take the matter under consideration and look at the road when they are in North Idaho on tour sometime in May.

Attorney Dick Smith representing the Village of Malta next appeared before the Board. Mr. Smith indicated that the Malta Village Board met

Monday, April 10, and resolved not to contest the Board's decision regarding the location of 80N from Cotterell to the Utah line. He also indicated their concern to a report of the Board's intention of not retaining and maintaining the present 30S section from Cotterell to the Utah line on the State Highway system. The Board assured them that the present members of the Board had no other ideas than to retain and maintain the said road as a State Highway as outlined in the brochure presented at the public hearing in Malta.

Mr. Smith indicated he would convey the message to the Village Board of Malta.

Mr. Smith asked that the Village of Malta be given an opportunity to present their views regarding development of interchanges and road connections to Interstate 80N. Chairman Rich asked Board Secretary Summers to advise the City of Malta as well as the Cassia County Commissioners, Raft River Highway District Commission, and the U. S. Bureau of Land Management - Grazing, when the time is right for them to present their views in fitting the design of the facility into the various local needs of the area.

Idaho State Employees Association. The Board approved the request for and by the Idaho State Employees Association payroll deductions for Highway Department members' Association dues.

Request of Twin Falls - Washington Street. Urban Engineer Norman Crossley conveyed a request for the City of Twin Falls to convert Washington Street between Second Avenue west and the West Five Points intersection from one-way to two-way traffic. The City had received a number of complaints related to the routing of trucks within the area. It was the City's opinion that the problem could be eliminated by re-routing the trucks back on to Washington Street on the routing as existed prior to the one-way street conversion.

At the time of approval of the one-way couplet project in 1956, the City was cognizant of the fact that these problems would exist and it was agreed by all at that time that this was a problem that would have to be lived with.

Mr. Crossley pointed out that, in his opinion, this would merely be shifting the problem to another section and not eliminating it as far as the City would be concerned.

In the interest of providing the best service to the majority of traffic, the Board decided that the Department should continue to operate the one-way couplet and the streets in the vicinity of West Five Points as now in operation. The Board further indicated that the matter should be under continued observation and left open for reconsideration in the future.

Merrill Road Connection. The Board approved the Merrill Road Connection from the Interstate to the Village of McCammon, which was covered by a recent agreement with the Village Board.

Morrison-Knudsen Claim. The Board read the letter from Mr. D. W. Lutes, Assistant Chief Manager, Morrison-Knudsen Company, regarding the Board's determination at the March Board Meeting concerning a claim under contract, F-FG-3112(8), Weiser Underpass, and determined to allow the claim as previously determined.

Draining State Highway 49 in Aberdeen. The matter of draining State Highway 49 in the Village of Aberdeen was considered and the Board approved the expenditure of approximately \$30,000 for the drainage of the urban section.

Oxygen and Acetylene Gas Purchasing. Mr. Dave Nordling, of Norco, an oxygen and acetylene gas supplier in Boise, met with the Board asking for local preference in the granting of the above type of business with the Department. The Board indicated they viewed the two companies as local tax-payers, but asked the Department to re-evaluate the matter of distributing business after July 1, when the present six-month agreement has expired.

The business at present is split with Norco and another firm whose headquarters are in Seattle, each sharing the business at six-month intervals.

Urban Funds for Orchard Avenue. The Board acted favorably on the Ada County Commissioners' request for the transfer of urban funds in Boise for the improvement of Orchard Avenue, in Ada County.

Boise Interstate. Planning Engineer, Lew Ross, and Assistant State Highway Engineer, Ellis Mathes, presented the possibility of an Interstate stub approaching from the west into Boise and terminating at Capitol Boulevard and the Boise River. The Board indicated the first approach would be to attempt to get the acquiescence of the Bureau of Public Roads' Chief Administrator, Rex Whitton, for this western stub into Boise, at the WASHO Conference next week at Las Vegas. Recognizing the urgency of early right of way acquisition on the by-pass, as real estate development has been pressing the proposed location for several years, the Board authorized a public hearing be held as soon as the matter of the penetrating stub could be resolved with the Bureau and the stub route approved by the Boise Metropolitan Committee.

Improvement Through Hagerman. The Board determined that improvement of US 30 through the Village of Hagerman, after looking over alternate routes on the ground Wednesday, should follow the alignment of the present highway, as had been previously planned by the Department and endorsed by the Hagerman Village Board. The determination is subject to a Federal Aid hearing, should one prove necessary.

Application for Access. The application for granting an additional 20-foot approach on Project ST-4771(503), Orofino-Ahsahka, was discussed by the Board.

Deed records show the right of way for this parcel was purchased in 1959 with access limited to easement of right of way for ingress and egress 60 feet in width for all purposes across the northerly 1040 feet of the parcel, to be selected at the option of the Grantor. Applicant for the approach purchased the land without access, as the Grantor from whom the State acquired the right of way reserved the 60-foot access easement.

It was called to the attention of the Highway Board that access to the subject property is available from the Dunlap (County) Road.

The Highway Board, viewing the qualification of access control specified in the deed (emphasis), rejected the application and instructed that the District Engineer be so notified, so that the applicant can secure other means of access.

Expense Vouchers. The Board approved the following expense vouchers for March:

R. C. Rich, \$149.29; W. C. Burns, \$137.35; Ernest Gaffney, \$84.00.

WHEREUPON, the Board adjourned until its next meeting to be held May 15, 16, & 17, with a Board Tour of North Idaho May 18-21.

Read and Approved

May 15

1961

R. C. Rich
R. C. Rich, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

Monday, Tuesday, May 15, 16, 1961
North Idaho Tour, May 17, 18, 19, 20, 1961

The Board convened at 8 a.m., Monday, May 15, 1961, at Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Minutes of the Regular Meeting of the Board of Highway Directors, April 6, 12, 13, 14, 1961, were read and approved.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-3(3)117, F-6033(21) & S-6711(1) - The work consists of constructing the grade, base, drainage structures and an 80' twin concrete bridge on 9.614 miles of Interstate Highway No. 15, Idaho Falls - Bassett, the roadway on 1.078 miles of U.S. 91 Conn., and the roadway and a 55' concrete bridge on 0.916 mile of the Osgood Road ext., known as Idaho Project Nos. I-15-3(3)117, F-6033(21) and S-6711(1) in Bonneville and Jefferson Counties - Federal Aid Interstate, Primary, Secondary and State financed. Contract to be awarded after right of way is cleared.

F-5121(5) - The work consists of constructing the roadbed, drainage structures and a plant mix bituminous surface on 1.727 miles of Highway No. U.S. 2, between Priest River and Thama, in Bonner County - Federal Aid Primary and State financed. Contract was awarded to Grant Construction Co. & Grant Company, Coeur d'Alene, Idaho, the low bidder, on May 12, 1961, in the amount of \$373,270.45.

STM-6033(511) - The work consists of seal coating approximately 44.6 miles of U.S. Highway 91, one mile north of Hamer to 3 miles south of the Montana line, in Jefferson and Clark Counties - State financed. Contract was awarded to Bannock Paving Company, Pocatello, Idaho, the low bidder, on May 11, 1961, in the amount of \$43,235.00.

STM-5101(503), STM-5116(522) & STM-5778(502) - The work consists of seal coating approximately 18.2 miles of U.S. Highway No. 2, 10.0 miles of US Highway 95, and 17.5 miles of S.H. 57, in the vicinity of Moyie Springs, Copeland and Nordman, in Bonner and Boundary Counties - State financed. Contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder, on May 11, 1961, in the amount of \$46,124.00.

S-4800(5) - The work consists of reconditioning, constructing an asphalt treated base and plantmix bituminous surfacing on 10.024 miles of S.H. 8, Deary-Bovill, in Latah County - Federal Aid Secondary and State financed. Contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on May 4, 1961, in the amount of \$367,967.00.

F-1024(11) - The work consists of constructing the roadbed, drainage structures and a plantmix bituminous surface on 2.743 miles of Highway U.S. 30 North, in Power County - Federal Aid Primary and State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on May 5, 1961, in the amount of \$252,284.00.

STM-1717(502) - The work consists of seal coating approximately 33.3 miles on S.H. 37, Roy - Rockland Jct., in Oneida and Power Counties, commencing approximately 4 miles south of Roy and extending north through Rockland to the junction of Interstate Highway 15W west of American Falls - State financed. Contract awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the Low Bidder, on May 1, 1961, in the amount of \$32,993.75.

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S-4771(2) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surfacing on 8.436 miles of S.H. 7, in Clearwater County, commencing at Ahsahka approximately 4 miles northwest of Orofino and extending in a northwesterly direction - Federal Aid Secondary and State financed. Contract awarded to DeAtley-Overman, Inc., Lewiston, Idaho, the low bidder, on May 1, 1961, in the amount of \$514,811.40.

F-3311(6) - The work consists of constructing a 425' concrete bridge and required dikes over the Boise River near Wilder on Highway U.S. 95, in Canyon County - Federal Aid Primary and State financed. Contract was awarded to W. R. Cahoon Construction Co., Pocatello, Idaho, the low bidder, on May 3, 1961, in the amount of \$116,860.50.

I-15-3(7)111 - The work consists of constructing a 4-lane divided roadway, 4 concrete underpasses, 2 twin concrete bridges, irrigation structures and a plantmix bituminous surfacing on 6.445 miles of Interstate Highway No. 15, in Bonneville County - Federal Aid Interstate and State financed. Contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on May 3, 1961, in the amount of \$1,556,261.50.

ST-6714(511) - The work consists of reconditioning and constructing a roadmix bituminous surfacing on 9.382 miles of U.S. Highway 91, in Bonneville and Jefferson Counties - State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on May 2, 1961, in the amount of \$67,362.80.

F-6462(7) - The work consists of constructing the roadway, drainage structures, 2 concrete culverts, and a bituminous surface treatment on 8.634 miles of S.H. 88, Howe Jct., Pole Line Road in Butte County - Federal Aid Primary and State financed. Contract was awarded to Fife Construction Co., Inc., Brigham City, Utah, the low bidder, on April 24, 1961, in the amount of \$253,592.00.

F-6462(2) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 7.493 miles of S.H. 88, 9 miles East of Sage Jct., 3 miles West of Rexburg, in Jefferson and Madison Counties - Federal Aid Primary and State financed. Contract was awarded to Peter Kiewit Sons' Company, Idaho Falls, Idaho, the low bidder, on April 21, 1961, in the amount of \$460,464.85.

STOCKPILE NOS. 6338, 6340, 6341 & 6347 - The work consists of furnishing crushed gravel surfacing, and cover coat material in various stockpiles located adjacent to U.S. Highway 93, between Salmon and north of Gibbonsville, in Lemhi County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, on May 22, 1961, in the amount of \$49,670.00.

S-4717(5) - The work consists of reconditioning, drainage structures, surfacing the existing roadway and constructing a roadmix bituminous surfacing on 2.250 miles of State Highways No. 7 and No. 62, commencing approximately 2.5 miles east of Greencreek and extending north and east, in Idaho County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to United Paving Co., Spokane, Washington, on May 22, 1961, in the amount of \$144,978.00.)

ST-3804(502) - The work consists of reconditioning shoulders, constructing a slurry seal and seal coating 10.5 miles of S.H. 67, Mt. Home - A.F.B., in Elmore County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, on May 22, 1961, in the amount of \$86,122.50.)

F-3022(15) & F-3281(11) & F-3281(12) & Stockpile 3361 - The work consists of seal coating 13.029 miles of U.S. 30, in the vicinity of Boise, Glens Ferry, Nampa and Caldwell, in Ada, Elmore and Canyon Counties - Federal Aid Primary and State financed. The low bid on these projects was 15.13% over the Engineer's estimate. The Board concurred in the recommendation of the State Highway Engineer that all bids be rejected. These projects will be readvertised at a later date.

Construction of Three Maintenance Sheds and Six Dwelling Houses - The work consists of constructing three maintenance sheds and six dwelling houses on the Lewis & Clark Highway (State Highway 9), between Lowell and the Montana Line in Idaho County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract on the Bald Mountain Creek Site in the amount of \$63,557.74 and the Pete King Site in the amount of \$62,957.74 to the Grangeville Lumber Co., Inc, Grangeville, Idaho, and to award the Powell Site to Cassell Builders, Clarkston, Washington, in the amount of \$70,888.00. The award of these contracts will be made when licenses of subcontractors have been checked and approved.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-15-3(3)117, Idaho Falls-Bassett, Bonneville County, Utah Power and Light Company

I-15-3(3)117, Idaho Falls-Bassett, Bonneville County, City of Idaho Falls

I-15-3(3)117, Idaho Falls-Bassett, Bonneville County, Intermountain Gas Company

I-15-3(3)117, Idaho Falls-Bassett, Bonneville County, Mt. States Telephone & Telegraph Company

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F-6033(21), Temp. Connection, US 91 Bassett, Bonneville County, Mt. States Telephone & Telegraph Company

F-6033(21), Temp. Connection to US 91 Bassett, Bonneville County, Utah Power & Light Company

I-90-1(9)34, 4th of July Canyon--Dudley Grade Separation, Kootenai County, General Telephone Company of Northwest

I-90-1(9)34, 4th of July Canyon--Dudley Grade Separation, Kootenai County, Washington Water Power Company

S-6711(1), Osgood Road Extension, Bonneville County, Mt. States Telephone & Telegraph Company

S-6711(1), Osgood Road Extension, Bonneville County, Utah Power and Light Company

Parking Prohibition in District 3.

WHEREAS, by virtue of Section 49-758(d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles on any portion of the right of way between Milepost 34.3 and Milepost 34.9 on US 20-26 more particularly described as the section of highway lying 0.6 miles to 1.2 miles east of the Junction of Caldwell is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on any portion of the right of way between Milepost 34.3 and Milepost 34.9 on US 20-26 shall henceforth be prohibited at all times during hours of daylight or darkness.

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

Rural Speed Control Zones in District 2.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the herein-after rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 26 through 30 pertaining to US Highway No. 26, 20-T of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 20T,26	151.50	162.40	East of Bliss	60-55
2.	US 20T,26	162.40	162.60	To Gooding	35
3.	US 20T,26	162.60	164.35	Gooding Urban Extension	-----
4.	US 20T,26	164.35	164.50	East of Gooding	35
5.	US 20T,26	164.50	179.05	East of Gooding	60-55
6.	US 20T,26	179.05	179.20	To Shoshone	35
7.	US 20T,26	179.20	179.70	Shoshone Urban Extension	-----

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

PARKING PROHIBITION ON A STATE HIGHWAY.^{4/24}

WHEREAS, by virtue of Section 49-758(d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 52.0 and Milepost 52.3 on the South side of State Highway 44 and between Milepost 52.0 and Milepost 52.3 on the North side of State Highway 44 more particularly described as a section of highway 1.2 miles to 1.5 miles east of the Junction of State Highway 44 and State Highway 15 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

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NOW THEREFORE, it is determined and declared that the parking of vehicles on the highway between Milepost 52.0 and Milepost 52.3 on the South side of State Highway 44 and between Milepost 52.0 and 52.3 on the North side of State Highway 44 shall henceforth be prohibited at all times during hours of daylight or darkness,

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

Rural Speed Control Zones in District 2.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 31 through 35 pertaining to US Highway Nos. 26, 20-T, and 93A of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness.

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 20T,26 US 93 A	179.70	180.30	Shoshone Urban Extension	-----
2.	US 20T,26 US 93 A	180.30	195.50	Shoshone to Richfield	60-55
3.	US 20T,26 US 93-A	195.50	196.05	Richfield Urban Extension	-----
4.	US 20T,26 US 93-A	196.05	196.25	East of Richfield	35
5.	US 20T,26 US 93-A	196.25	217.90	East of Richfield	60-55
6.	US 20T,26 US 93-A	217.90	218.25	To Jct. with SH 23	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Rural Speed Control Zones in District 2

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 36 through 40 pertaining to US Highway Nos. 26, 20, and 93-A of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness.

Item No.	Highway No.	From Milepost	To Milepost	Description	(M.P.H.) Prima Facie Speed Limits
1.	US 20,26 US 93-A	218.25	218.55	Through Carey	35
2.	US 20,26 US 93-A	218.55	219.10	Through Carey	25
3.	US 20,26 US 93-A	219.10	219.45	Through Carey	35
4.	US 20,26 US 93-A	219.45	261.40	East of Carey	60-55
5.	US 20,26 US 93-A	261.40	261.50	To Arco	45
6.	US 20,26 US 93-A	261.50	262.55	Arco Urban Extension	-----

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Rural Speed Control Zones in District 1

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated May 25, 1956, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 159 through 170 pertaining to U.S. Highway No. 91, 191 of the Minute Entry of the Board of Highway Directors dated May 25, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 91,191	76.90	79.20	Alameda Urban Extension	-----
2.	US 91,191	79.20	79.45	Pocatello Urban Extension	-----
3.	US 91,191	79.45	81.05	Chubbuck Urban Extension	-----
4.	US 91,191	81.05	81.55	North of Chubbuck	35
5.	US 91,191	81.55	83.65	North of Chubbuck	50
6.	US 91,191	83.65	87.90	North of Chubbuck	60-55
7.	US 91,191	87.90	88.25	To Fort Hall	50
8.	US 91,191	88.25	88.70	Through Fort Hall	35
9.	US 91,191	88.70	88.95	North of Fort Hall	50
10.	US 91,191	88.95	99.40	North of Fort Hall	60-55
11.	US 91,191	99.40	99.60	To Blackfoot	35
12.	US 91,191	99.60	100.75	Blackfoot Urban Extension	-----

May 15, 1961

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Rural Speed Control Zones in District 1

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated May 25, 1956, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 178 through 187 pertaining to U.S. Highway No. 91, 191, 26 of the Minute Entry of the Board of Highway Directors dated May 25, 1956, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 26,91, 191	100.75	101.40	Blackfoot Urban Extension	-----
2.	US 26,91, 191	101.40	101.75	North of Blackfoot	35
3.	US 26,91, 191	101.75	111.75	To Firth	60-55
4.	US 26,91, 191	111.75	112.60	Firth Urban Extension	-----
5.	US 26,91, 191	112.60	112.80	Firth to Basalt	60-55
6.	US 26,91, 191	112.80	113.70	Basalt Urban Extension	-----
7.	US 26,91, 191	113.70	117.15	North of Basalt	60-55
8.	US 26,91, 191	117.15	117.65	To Shelley	50

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
9.	US 26,91, 191	117.65	118.80	Shelley Urban Extension	-----
10.	US 26,91, 191	118.80	119.10	North of Shelley	35
11.	US 26,91, 191	119.10	120.65	To Bonneville County Line	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Montpelier. A request from the city of Montpelier for an early reconstruction of Washington Street so that the city could include sidewalk repairs in the same project was read by the Board. Mr. Bennett indicated that there has been no construction programming of this project but the Department would give the city of Montpelier proper elevations for the curbing so that the city may not be held up by the programming of this project as far as their repairs of sidewalks are concerned.

A. E. C. Tax Avoidance: The Board requested the Board Secretary and the State Engineer to write the U. S. Senate Delegation regarding the A.E.C. gasoline tax evasion matter, stressing that a moral financial obligation is involved that transcends the legal position taken by the General Services Administration by importation of gasoline from Utah used by the A.E.C. and their contractors in their over-the-road vehicles.

Federal Lands Funds. The allocation of 1961-62 Federal Lands funds were read. Although Idaho requested a share of these funds for the improvement of State Highway 51, it was noted that Idaho was not included in this allocation.

Out-of-State Travel authorized by the Board:

L. J. Ross to National Highway Management Conference, Santa Fe, New Mexico, June 11-17, 1961.

State Highway Engineer, Bennett, and Board Secretary, Summers, to Council of the State Government's Sub-committee on Highway Policy Problems, San Francisco, July 15-19, 1961.

Liquor Law Enforcement Rental Space. Having met with Commissioner Hopper, State Engineer and Board Secretary reported to the Board that the Department of Law Enforcement is now in a position to pay \$100.00 a month for 453 square feet to be occupied by the Liquor Law Enforcement Division in the new building to which occupancy the Board approved. This rental rate was felt to be equitable and was approved by the Board.

Kooskia Hearing. The Board approved a hearing at Kooskia under State statute for a forest highway project that will be located on the north side of the Lochsha River where it joins the Clearwater River. The present section of SH 9 on the south side of the Lochsha replaced by proposed construction on the north side, should be removed from the State Highway System.

State Communications System - Telpak. State Engineer Bennett briefed the Board on the proposed communication system for all divisions of State government known as telpak. The Board indicated that it was an administrative matter and that Mr. Bennett should proceed in the matter as he saw fit.

Miscellaneous Correspondence. The Board read the following correspondence and took no action:

Request of the city of Alameda by Max Whittier to re-evaluate the Board's decision regarding the State participating in the city water line improvement as well as sidewalk extensions on the Pocatello Creek connection to the Interstate - Project F-1032(20).

Arthur Tetrick, Boise, Letter regarding the Boise Interstate penetration route.

John W. Snook, Salmon, Idaho, letter suggesting the relocation of US 93 on the east side of the Salmon River from Salmon to the Carmen Bridge.

Orofino - Bert Curtis, Property Access. The Board reconsidered the matter of access to State Highway 7 north of Orofino involving a subdivision property parcel owned by A. B. Curtis. After viewing it on the ground while on Board Tour May 18, the Board did determine to grant Mr. Curtis a temporary permit granting for direct access to State Highway 7 on a year to year basis. It is understood that Mr. Curtis is to stand any cost to him if and when State Highway 7 is improved or widened at that point as it may affect the direct approach to State Highway 7 from the property. It is also understood that the temporary permit may be revoked at any time at the option of the Idaho Department of Highways.

Weiser Underpass Claim - F-FG-3112(8). Bridge Engineer, Walt Albrethsen appeared before the Board outlining the Department's position regarding Morrison-Knudsen Company's claim on the above captioned project, whereupon the Board again maintained their previous position that the claim could be justified only to the extent previously approved.

TUESDAY, May 16, 1961

The Board reconvened at 8 a.m., Tuesday, May 16, in the Board Room at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

May 16, 1961

Collister Builders Association. The Collister Builders Association: Dortha Bills, Garden City; Chester Mullinis, Collister; Eldon Dean, Boise Chamber of Commerce; John Amyx, West Boise Bench; Leon Fairbanks, Ada County Commissioner, Ron Foote, Boise Jaycees; Fred Kopkey, Boise Chamber of Commerce; Richard B. Smith, Collister; and Mel Day, Chairman, Collister; met before the Board asking for the Board to designate and build a State Highway from the West Boise Bench to the Collister area beginning at Curtis Road and US 30 along Storey Street thence on the half block line crossing Garden City between 41st and 42nd Streets with a bridge across the Boise River and connecting State Highway 15-44 at Mercer Street. The delegation urged the Board to designate the proposed route as an extension of State Highway 15. The Board said that they could make no promises regarding the request but indicated that such a road was needed in the Boise area. Spokesman, Mel Day, said they were appealing to the Board for the proposed location on the Department Planning Program.

Nampa Metropolitan Study. John Wray, Chairman of Nampa Chamber of Commerce and the Metropolitan Road Committee, and Sumner M. Johnson, Nampa City Engineer urged the Board to consider the Central Interstate Interchange in addition to the North Side Interchange and the US 30 Interchange connection west of Nampa. Mr. Wray indicated the city was willing to provide a road facility from the Central Interchange to Garrett Boulevard at no cost to the State if this Central Interchange could be obtained. The delegation pointed out in their opinion the advantages of the North Side Interchange of the railroad overpass connecting with US 30 was much preferred by the city of Nampa over the proposed shorter interchange connection with First Street and not crossing the railroad. Assistant State Highway Engineer, Ellis Mathes, indicated the possibility that if the Bureau of Public Roads were pressured for three interchanges at the locations requested, that conceivably the city of Nampa might end up with but one, due to the Bureau's tightening up of the number of interchange connections to cities the size of Nampa. The Board made no determinations as to the request but did view on the ground Wednesday the railroad overpass location requested, connecting the North Side Boulevard with US 30.

Caldwell Location. The Board met with the Caldwell City Council at the Caldwell City Hall to discuss the location of the Interstate in the Caldwell area. It was the consensus of opinion of the Mayor and the majority of the city council that should the 5th Street Overpass not be obtainable on the Hannibul Interstate location, the city officials then urged that only the Interstate bypass location be considered by the Highway Board. Mr. Salmen of the Bureau of Public Roads indicated he doubted if the Bureau could consider the 5th Street Overpass structure should the Department propose Hannibul Street as the Interstate routing location through Caldwell.

Boise Interstate Spurs. The planned visit of Federal Road Administrator, Rex Whitton, to discuss the Department's request for a Boise Interstate Spur has been postponed until some time in June. There were no developments in this regard.

White Bird Hill Location. The Board again considered the relocation of US 95 between the Salmon River in the vicinity of Whitebird and Grangeville and after evaluating line 6A and 7A, accepted the Department's recommendation that it proceed with contracting an 8 foot exploratory pilot bore of the 2700 foot tunnel proposed on line 7A. From the proposed north portal of the tunnel to Grangeville, the Board was informed a 70 mile-an-hour design is contemplated and from the south tunnel portal to the Salmon River, a 50 mile-an-hour design is contemplated. Among other desirable design features, the Board received with favor the fact that stage construction of 7A permitting the use of the facility after each stage is completed. The State of Wyoming has just recently completed three tunnels and the pilot bore procedure which was used was very successful in proving the geology of the proposed tunnel locations before large sums of money were contracted in the completed tunnel. The tunnel bore contract and the firming of the proposed route is to await the outcome of a public hearing at Whitebird regarding the route bypassing that village.

Authority for Condemnation. The Board authorized condemnation on the following: I-15-1(5)17, Oneida County

Parcel Nos. 10 & 10-E-1 - Royal Jensen and Maude Y. Jensen
 Parcel Nos. 11 & 11-E-1 - Rex Evans and Mildred Evans
 Parcel No. 13 - David E. Evans and Violet M. Evans
 Parcel No. 15 - William E. Thomas and Bessie C. Thomas

Exchange of Access Deed. I-90-1(9)34, Parcel 14A - We have this 16th Day of May, 1961, executed in duplicate an exchange of access deed between George Schneberger and Pearl Schneberger, husband and wife, and the State of Idaho.

Special Warranty Deed. I-15-3(9)150, Parcel No. 2A, Jefferson County - We have this 16th day of May, 1961, executed in duplicate a Special Warranty Deed in favor of William L. Flint and Floetta B. Flint under authority of Section 40-120(24) of the Idaho Code.

Policy on Control of Access, S-US-3754(2), Nampa-South, Canyon County - The matter of control of access within the City Limits of Nampa on the above project was discussed by the Board Members and the Board reiterated its original policy to maintain partial control as to location of approaches only with no restriction as to the type or use of said approaches. The Board further authorized exchange of deeds with owners on an individual basis as requests arise for change of access rights. Deeds were originally acquired with restrictions with the type of access and was not in accordance with policy interpretation. Construction costs related to making changes in approaches are to be borne by the individuals, companies or corporations making such request. The above policy only pertains to this particular project and is not to be considered as a statewide policy.

May 16, 1961

Approval of Right of Way Settlement in Excess of \$20,000. The Board approved the following:

F-1023(20) & I-15-1(18)70, Parcel Nos. 45,3,3-3/4, 3½ and 3½-E-1, Gasper J. Scardion, et al, in the amount of \$68,300.00.

Authority of Purchase Right of Way. The Board approved the following purchases of right of way:

District No. 2

FH-51-2(1), Trail Creek Highway Summit, East, with standard approach policy for control of access.

District No. 5

FH-5-1(1), Clarks Fork Highway, Denton Curves Westerly, with partial control (Limited to present use and connecting public thoroughfares).

NORTH IDAHO TOUR, MAY 17, 18, 19, 20, 1961

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board
C. R. Salmen, Division Engineer, U. S. Bureau of Public Roads

Gus Anderson, District Engineer, District 3
P. A. Marsh, District Engineer, District 4
J. F. Pearring, District Engineer, District 5

The above District Engineers accompanied the Board in their respective districts.

May 17, 1961. Boise to Grangeville via US 95 Ontario Interstate 80 North and Weiser - Olds Ferry. A luncheon meeting was held at Weiser after viewing the Olds Ferry section of county road. Chamber of Commerce people were made no promises regarding the request to take that newly improved section onto the State Highway System. An evening meeting was held at Grangeville. Cottonwood, Nez Perce, and Grangeville people heard the progress of studies regarding the White Bird - Grangeville relocation of US 95 and that the Board favored pursuing the feasibility of a 2700 foot tunnel route with a 70 mile-an-hour alignment to the north tunnel portal and a 50 mile-an-hour alignment from the south tunnel portal to White Bird and Grangeville thus being served by US 95.

May 18, 1961. To meetings at Nez Perce, St. Maries, and Kellogg, by way of State Highway 7, 95 Alternate, SH 3 and Interstate Route 90 to Coeur d'Alene for the night. The Nez Perce Chamber of Commerce and city officials met at a breakfast meeting with the Board and requested the oiling and improvement of State Highway 7, particular emphasis on a major reconstruction and/or relocation of the Lawyer's Canyon section. The group urged the oiling of the road to Kamiah and Orofino, also. Mr. Rich and Mr. Gaffney indicated that the Board would look over the needs and give serious consideration to the requests.

Enroute north, at Orofino the Board viewed the A. B. Curtis property access request and determined that temporary access direct to State Highway would be granted on a year to year basis, revocable at the option of the Highway Board. The Board indicated that if and when SH 7 is improved, any adverse effects resulting thereby to Mr. Curtis's access, the Department shall be held harmless. That A. B. Curtis would defray the cost of changing grade of improved temporary access to Highway 7 should any future reconstruction of SH 7 at that point effect said access. St. Maries people at luncheon stressed the need of improving the curvature of State Highway 5 from St. Maries to Plummer. Kellogg people discussed the Right of Way Division's acquisition problems in the current interstate route through Kellogg urging close coordination with the right of way parcel owners as to the progress and projected timing in dealing with them individually.

May 19, 1961. US 95 and US 2 to Old Town and a luncheon meeting at Sandpoint thence to Bonners Ferry for an afternoon meeting. Sandpoint meeting developed concern about the quality of winter maintenance in the Sandpoint area. Bonners Ferry people urged early reconstruction of State Highway 1 and Moyie Springs Bridge. The assistance of the Highway Department's equipment in the event of a flood situation at Bonners Ferry was requested and assurance was given them that they would have the same cooperation this summer as in previous emergency flood conditions.

May 20, 1961. US 95 to Boise with meetings at Moscow and Lewiston. Mr. Cornelison indicated local interest in a Latah County Wide Highway District Advisory Group to facilitate the area's matching ability of Federal Aid County road funds. Current figures regarding the amounts of State Highway revenue apportioned and Federal Aid apportioned to Latah County and the various Highway Districts was requested of the Department by Sam Haddock. Secretary Summers was instructed to forward these statistics. Remarks of favorable maintenance work on the State Highway section between Kendrick and Troy were made.

Summary. Board Vice-chairman Burns made the observation that at every meeting stop on the tour sufficient requests for Highway improvement were made to use a full year's construction money program in each of the respective areas.

Expense Vouchers. The Board approved the following expense vouchers for April:

R. C. Rich, \$253.21; W. C. Burns, \$104.35; Ernest Gaffney, \$71.92.

WHEREUPON, the Board adjourned until its next meeting which is hinging on the date to be announced of the U. S. Bureau of Public Roads' Chief Administrator, Rex Whitton's, Idaho itinerary some time in the latter part of June.

Read and Approved June 21, 1961
Boise, Idaho


R.C. Rich, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 20 and 21, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8:00 a.m., Tuesday, June 20, at 3211 West State Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-3112(5) - The work consists of constructing the roadway, 2-concrete bridges (26' & 37'), drainage structures and the plant mix bituminous surfacing on 1.979 miles of U.S. Highway 95, Cambridge South, in Washington County - Federal Aid Primary and State financed. Contract was awarded to Quinn Bros. & Robbins, Inc., Boise, Idaho, the low bidder, on May 31, 1961, in the amount of \$294,284.00.

S-1803(3) - The work consists of reconditioning the existing roadbed, constructing a crushed gravel base and a bituminous surface treatment on 4.762 miles of the Ovid-Riverdale Road, Riverdale-Mink Creek, commencing at the junction of S.H. 34, approximately five miles northeast of Preston and running in an easterly direction, in Franklin County - Federal Aid Secondary and County financed. Contract was awarded to Mountain States Construction Co., Pocatello, Idaho, the low bidder, on May 31, 1961, in the amount of \$76,198.45.

June 20, 1961

ST-1032(512) - The work consists of constructing a plant mix bituminous seal coating on 9.1 miles of U.S. Highways 91 & 191, No. Pocatello O.H. - Fort Hall, in Bannock and Bingham Counties - State financed. Contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$35,980.00, on May 31, 1961.

STOCKPILE 5372 - The work consists of furnishing crushed gravel surfacing and cover coat in stockpiles, located approximately 3 miles northwest of Spirit Lake, in Bonner County - State financed. Contract was awarded to Henry J. Holien, Sandpoint, Idaho, the low bidder, in the amount of \$24,350.00, on May 31, 1961.

I-80N-3(24)215 & I-15W-5(6)118 - The work consists of constructing a crushed gravel base and a plant mix bituminous surfacing and installing guard rail on 19.184 miles of Interstate Highway Nos. 80N & 15W, in Cassia County - Federal Aid Interstate and State financed. Contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on June 13, 1961, in the amount of \$635,847.50.

STM-4717(506) 4114(530) & ST-4704(502) - The work consists of seal coating 9.4 miles of SH-62, 3.25 miles of US-410 & 95, Kamiah - Winona and Memorial Bridge East, and constructing a bituminous surface treatment on 12 miles of SH-14, Harpster South, in Idaho and Nez Perce Counties - State financed. Contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder, on June 9, 1961, in the amount of \$68,137.00.

STM-1031(511), 1031(510), ST-1491(505) & STOCKPILE NO. 1348 - The work consists of seal coating on 34.0 miles of U.S. Highways 91 & 191, Malad N. & S., Downey - Arimo and Banida - Red Rock, and furnishing crushed gravel surfacing and cover coat material in stockpiles at Virginia, in Oneida, Bannock and Franklin Counties - State financed. The contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on June 9, 1961, in the amount of \$72,067.50.

STM-5116(523) - The work consists of constructing a roadmix bituminous surfacing (half-sole) and seal coat on 4.0 miles of U.S. Highway 95, Bonners Ferry South, in Boundary County - State financed. Contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder, on June 9, 1961, in the amount of \$35,789.00.

STOCKPILE NOS. 5368 & 5369 - The work consists of furnishing crushed gravel surfacing, cover coat material and sanding material in stockpiles in the vicinity of Mullan and Osburn, in Shoshone County - State financed. The low bidder was Zanetti Brothers, Osburn, Idaho, in the amount of \$70,250.00; 41.206% over Engineer's Estimate. All bids were rejected and the Department is evaluating reasons for the spread in bid vs. Engineer's Estimate.

S-SG-3862(2) - The work consists of constructing a 642' concrete overpass, approaches, drainage structures and a plant mix bituminous surface on 0.775 mile of SH-52, in Payette County - Federal Aid Secondary and State financed. Contract was awarded to Neilsen & Miller, Twin Falls, Idaho, the low bidder, on June 16, 1961, in the amount of \$595,757.25.

STM-2011(508) - The work consists of seal coating approximately 25 miles of U.S. Highway 30 S, Malta North & South, in Cassia County - State financed. Contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on June 16, 1961, in the amount of \$27,558.75.

STM-3111(507) & STM-3111(508) - The work consists of seal coating approximately 26.3 miles on SH-72 & US-95, Jct. SH 72 & US 95 North and Marsing South, in Canyon & Owyhee Counties - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on June 16, 1961, in the amount of \$25,406.50.

STM-3271(522), 3261(505) & 3836(505) - The work consists of seal coating approximately 22.9 miles on SH-15, 52 & 52A, Jct. SH-44 & 15 - Summitt, Jct. SH-52 & 52A - West, and Emmett North, in Ada, Boise & Gem Counties. Contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on June 16, 1961, in the amount of \$22,624.25.

STM-5152(508) & STM-5778(503) - The work consists of furnishing and installing weighing scales and scale houses and constructing concrete aprons and sidewalks, located approximately 0.5 mile south of St. Maries and 0.7 mile north of Priest River, in Benewah and Bonner Counties - State financed. Contract was awarded to Walter M. Varnum, Coeur d'Alene, Idaho, the low bidder, on June 16, 1961, in the amount of \$14,063.00.

STM-6804(503) - The work consists of constructing a roadmix bituminous surfacing (half-sole) on 3.4 miles and seal coating 28.5 miles on SH-32, in Fremont and Teton Counties - State financed. Contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on June 16, 1961, in the amount of \$58,528.75.

STOCKPILE 3360 - The work consists of furnishing crushed rock surfacing and cover coat material in stockpiles adjacent to SH-15 north of Cascade, in Valley County - State financed. Contract was awarded to Nelson Sand & Gravel Co., Inc., the low bidder, on June 22, 1961, in the amount of \$41,000.00.

I-90-1(9)34 - The work consists of constructing a 4-lane divided roadway, drainage structures, a plant mix bituminous surfacing, 2-concrete underpasses and 2-concrete approach road bridges on 3.901 miles of Interstate Highway 90, extending easterly from a point approximately 17 miles east of Coeur d'Alene, in Kootenai County - Federal Aid Interstate and State financed. Subject to the approval of the Bureau of

Public Roads, and obtaining certificate of right of way, the contract will be awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, in the amount of \$2,436,951.70.

STOCKPILE 5374 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles adjacent to US-95 Alt., in the vicinity of Rose Lake, located approximately 25 miles east and south of Coeur d'Alene, in Kootenai County - State financed. The low bidder was Zanetti Brothers, Osburn, Idaho, in the amount of \$29,372.00; this bid was 24.25% over the Engineer's Estimate, and was referred to the district engineer to check the Department's preliminary estimate.

DISTRICT NO. 1 OFFICE BUILDING - The work consists of constructing an Office Building in Pocatello, Idaho, for District No. 1, Department of Highways, State of Idaho, in Bannock County - State financed. Contract was awarded to Brennan Construction Company, Pocatello, Idaho, the low bidder, on June 28, 1961, in the amount of \$158,600.00.

SERVICE STATION BUILDING FOR DISTRICT NO. 1 - The work consists of constructing a Service Station Building for District No. 1, Department of Highways, State of Idaho, located at Pocatello, Idaho, in Bannock County - State financed. Contract was awarded to Mitchell Construction Company, Pocatello, Idaho, the low bidder, on June 28, 1961, in the amount of \$34,473.00.

MAINTENANCE SHOP BUILDING FOR DISTRICT NO. 1 - The work consists of constructing a Maintenance Shop Building for District No. 1, Department of Highways, State of Idaho, located at Pocatello, Idaho, in Bannock County - State financed. Contract was awarded to Mitchell Construction Company, Pocatello, Idaho, the low bidder, on June 28, 1961, in the amount of \$181,980.00.

Route Study Analysis.

Nampa Interstate Study Analysis: After hearing a presentation by the Department regarding the location of proposed Interstate interchanges to serve Nampa, the Board urged the Department to request the Bureau of Public Roads to approve the location of interchanges as follows:

1. The north side interchange with railroad overpass to US 30 at First Avenue and Yale Street.
2. The central and north side interchange at the junction of FAS 3752 with railroad overpass. This was approved with the stipulation that the City of Nampa furnish construction monies, right of way, etc., for a connecting road to this interchange from 11th Avenue North and Garrity Boulevard.
3. That there be an interchange where present US 30 crosses the Interstate alignment northeast of Nampa.

Present and agreeing to their supporting and approving these interchange locations were C. R. Salmen, Idaho Division Engineer; and Baird French, Portland, Northwest Regional Engineer, United States Bureau of Public Roads.

Caldwell Interstate Study Analysis: After analyzing the presentation by the Department, the Board requested that a re-hearing of the Caldwell Interstate location be submitted on the following basis:

1. Present US 30 4-lane divided section through Caldwell be improved to Interstate standards.
2. Provide 5th Avenue grade separation crossing the Interstate.
3. Use frontage road to connect US 20-26-30 junction to Boise Avenue. (This eliminates proposed Boise Avenue Interchange.) This will afford the opportunity for a long-range option of a northwest by-pass to connect this service road with SH 19, which opportunity is not to be a subject of this current proposal. Sitting in and agreeable to supporting this proposal were C. R. Salmen, Idaho Division Engineer; and Baird French, Portland, Northwest Regional Engineer, United States Bureau of Public Roads.

City of Shoshone Route Analysis: The Board, after presenting the various possibilities of relocating US 20 and 93 through the City of Shoshone, approved Plan No. 1 as outlined in Exhibit 1, dated May, 1961, which calls for improvement of US 20 and 93 on the present city streets, with an easterly exit of US 20 from US 93 north of the present city limits, and major relocation of US 20 west of the City Limits as soon as US 93 south of the City Limits is reflected in the planning. The City of Shoshone is to be contacted regarding Plan No. 1 preferred by the Board, in order to clear the way for presentation of the plan in public hearing at Shoshone.

Utility Facility Relocation Determinations. Upon reviewing the following listed projects plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-80N-1(6)14, Canyon County; Idaho Power Company, Mountain States Telephone & Telegraph Company, U.S. Bureau of Reclamation

S-SG-3862(2), Payette Overpass; Mountain States Telephone & Telegraph Company, Intermountain Gas Company, Idaho Power Company

I-15-2(7)96, Materials Source Bg-75; Mountain States Telephone & Telegraph Company, and Idaho Power Company

S-6877(1), Lemhi County; Lemhi Telephone Company

S-6878(1), Lemhi County; Idaho Power Company, Lemhi Telephone, and Mr. Clyde Star

F-5116(14), Bonner County; General Telephone Company of the Northwest, Pacific Power and Light Company, and Northern Light, Inc.

S-1849(1), Bingham County, Mountain States Telephone & Telegraph Co., and Idaho Power Company

Personnel Promotions. The Board approved the promotions of L. J. Ross from Acting Traffic and Planning Engineer to Traffic and Planning Engineer, with salary change from \$850.00 to \$900.00; and Dean Tisdale from Assistant Planning Engineer to Planning Engineer from a salary of \$725 to \$850.

Out-of-State Travel. The Board authorized the following travel:

Marvin Lotspeich to Phoenix, Arizona, July 10-12, to attend the Annual Western Institute of Traffic Engineers Meeting.

N.L. McCrea to Denver, Colorado, July 6-7, AASHO, to Highway Transport Committee regarding policy of issuance of special over-the-road permits.

L. J. Ross to Washington, D. C., August 21-26, to attend World's Traffic Engineering Conference and Annual Meeting of the Institute of Traffic Engineers.

Speed Limits in Bliss.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Bliss; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated February 10, 1956, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Bliss, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Bliss; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 20T 26, 30	-----	West City Limits (MP 150.25) to MP 150.70	35
2.	US 20T 26, 30	-----	From MP 150.70 to East City Limits (MP 151.05)	50

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated February 10, 1956, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Bliss, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Bliss shall henceforth be effective at all times during hours of daylight or darkness.

Rural Speed Control Zones in District Three.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 24, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 12 through 13 pertaining to U.S. Highway No. 95 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It

is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95 30N	67.05	70.00	Jct. US 30 & 95 to Payette	50
2.	US 95 30N	70.00	71.75	Payette Urban Extension	----
3.	US 95 30N	71.75	84.65	Payette to Weiser	60-55
4.	US 95 30N	84.65	85.50	Weiser Urban Extension	----

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 24, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 4, 7 through 9, Item 11, and 14 through 26, pertaining to US Highway 95 of

June 20, 1961

of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95	0.00	9.85	North of Oregon State Line	60-55
2.	US 95	9.85	18.90	North of Oregon State Line	50
3.	US 95	18.90	26.55	To Jct. with SH 72	60-55
4.	US 95	26.55	33.85	Jct. SH 72 to Homedale	60-55
5.	US 95	33.85	34.55	Homedale Urban Extension	-----
6.	US 95	34.55	39.05	(Entered as US 95, SH 19)	-----
7.	US 95	39.05	39.40	Jct. with SH 19 to Wilder	35
8.	US 95	39.40	39.85	Wilder Urban Extension	-----
9.	US 95	39.85	39.95	North of Wilder	35
10.	US 95	39.95	46.60	Wilder to Jct. with SH 18	50
11.	US 95	46.60	48.80	Jct. with SH 18 to Parma	50
12.	US 95	48.80	49.30	Parma Urban Extension	-----
13.	US 95	49.30	55.50	(Entered as US 95, 20, 26)	-----
14.	US 95	55.50	62.55	North of Jct. with US 20, 26	60-55
15.	US 95	62.55	62.85	To Interchange with I-80N	50
16.	US 95	62.85	63.10	Interchange I-80N to Jct. US 30	50

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
17.	US 95	63.10	67.05	(Entered as US 30, 95)	---
18.	US 95	67.05	85.50	(Entered as US 30N,95)	---
19.	US 95	85.50	86.50	Weiser Urban Extension	---
20.	US 95	86.50	86.85	North of Weiser	35
21.	US 95	86.85	98.45	North of Weiser	60-55
22.	US 95	98.45	106.50	North of Weiser	50
23.	US 95	106.50	108.70	To Midvale	60-55
24.	US 95	108.70	109.25	Midvale Urban Extension	---
25.	US 95	109.25	117.05	Midvale to Cambridge	60-55
26.	US 95	117.05	117.70	Cambridge Urban Extension	---
27.	US 95	117.70	129.90	North of Cambridge	60-55
28.	US 95	129.90	131.80	To Mesa	50
29.	US 95	131.80	132.20	Through Mesa	35
30.	US 95	132.20	135.70	North of Mesa	50
31.	US 95	135.70	139.50	North of Mesa	60-55
32.	US 95	139.50	139.55	To Council	35
33.	US 95	139.55	140.40	Council Urban Extension	----
34.	US 95	140.40	157.60	Council to Tamarack	60-55
35.	US 95	157.60	158.30	Through Tamarack	35
36.	US 95	158.30	164.60	Tamarack to New Meadows	60-55
37.	US 95	164.60	165.20	New Meadows Urban Extension	----
38.	US 95	165.20	165.40	North of New Meadows	35
39.	US 95	165.40	175.85	North of New Meadows	60-55
40.	US 95	175.85	178.80	North of New Meadows	50

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
41.	US 95	178.80	180.95	North of New Meadows	60-55
42.	US 95	180.95	186.95	To Idaho County Line	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated August 24, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 5 pertaining to US 95, SH 19, and Item No. 6 pertaining to US 95 of the Minute Entry of the Board of Highway Directors dated August 24, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95, SH 19	34.55	35.10	Homedale Urban Ext.	-----
2.	US 95, SH 19	35.10	35.35	North of Homedale	35
3.	US 95, SH 19	35.35	39.05	To Jct. SH 19	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Rural Speed Control Zones in District Two.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation

determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 11 through 24 pertaining to State Highway No. 25 of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 25	151.50	166.20	Jct. with US 20,26,30 to Jct. with SH 46 Spur	60-55
2.	SH 25	166.20	167.45	Jct. SH 46 Spur to Jct. SH 46	60-55
3.	SH 25	167.45	175.95	East of Jct. SH 46	60-55
4.	SH 25	175.95	176.85	To Jerome	45
5.	SH 25	176.85	178.10	Jerome Urban Extension	-----
6.	SH 25	178.10	181.25	To Jct. with US 93	60-55
7.	SH 25	181.25	195.10	Jct. with US 93 to Jct. with SH 50	60-55
8.	SH 25	195.10	197.85	Jct. with SH 50 to Eden	60-55
9.	SH 25	197.85	198.60	Eden Urban Extension	-----
10.	SH 25	198.60	201.60	East of Eden	60-55
11.	SH 25	201.60	201.90	East of Eden	50
12.	SH 25	201.90	202.00	To Hazelton	35
13.	SH 25	202.00	202.50	Hazelton Urban Extension	-----
14.	SH 25	202.50	221.00	East of Hazelton	60-55
15.	SH 25	221.00	221.10	To Paul	35
16.	SH 25	221.10	221.65	Paul Urban Extension	-----
17.	SH 25	221.65	222.20	East of Paul	50
18.	SH 25	222.00	225.95	East of Paul	60-55
19.	SH 25	225.95	226.30	To Rupert	35
20.	SH 25	226.30	226.45	Rupert Urban Extension	-----

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Speed Limits in Cascade.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Cascade and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated January 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Cascade, should be revised and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Cascade; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	SH 15	Main Street	South City limits (MP 69.95) to MP 70.40	60-55
2.	SH 15	Main Street	MP 70.40 to MP 70.60	50
3.	SH 15	Main Street	MP 70.60 to Mill Street	35
4.	SH 15	Main Street	Mill Street to Patterson Street	25
5.	SH 15	Main Street	Patterson Street to MP 71.45	35
6.	SH 15	Main Street	MP 71.45 to MP 71.85	50
7.	SH 15	Main Street	MP 71.85 to North City Limits (MP 72.10)	60-55

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated January 20, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Cascade, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System

within the corporate limits of the Village of Cascade shall henceforth be effective at all times during hours of daylight or darkness.

Authority for Condemnation.

Project No. F-1032(20), Bannock County. The Board authorized condemnation on Parcel Nos. 20 and 23-E-1, William H. Hahn.

Project No. I-15-1(18)70, Bannock County. The Board authorized condemnation on Parcel No. 11, John E. Motheral; and Parcel No. 12, Harry Hart.

Project No. I-15-2(3)71, Bannock County. The Board authorized condemnation of Parcel Nos. 12 and 12½, Harry Hart.

Affirmation of Authority for Condemnation, I-15-1(5)17.

The Board affirmed authority to condemn Parcel Nos. 11, Rex T. Evans; and Parcel Nos. 13 & 13-E-1, David E. Evans.

Decision on Authority for Condemnation , I-15-1(5)17, Oneida County.

The Board authorized condemnation on Parcel Nos. 9 & 9-E-1, John J. Williams, as soon as determination could be made as to whether Machine Pass would constitute part of the plans.

Approval of Deeds.

We have this 20th day of June, 1961, executed in duplicate a deed to the United States of America (Bureau of Reclamation), pursuant to the provisions of Article 15 of contract dated June 29, 1949, as amended by a supplemental contract dated March 21, 1952, and relating to Palisades Reservoir Road, Project No. F-140-X(1).

We have this 20th day of June, 1961, executed in duplicate a special warranty deed in favor of Lloyd Mickelsen and Reva Mickelsen under authority of Section 40-120(24) of the Idaho Code.

Approval of Right of Way Settlements in Excess of \$20,000.00. The Board approved the following to be consummated in excess of \$20,000.00:

I-15-1(18)70, Parcel Nos. 5 & 5-E-1, Oren Clark, et al, in the amount of \$35,000.00.

I-15-1(18)70, Parcel No. 15, Terteling Land Company, in the amount of \$23,325.00.

I-15-3(3)117, Parcel Nos. 20, 20-E-1, & 20-E-2, Lloyd Mickelsen, in the amount of \$24,400.00.

Payment to Black Canyon Irrigation District; Construction Amortization Costs and Severance Damage. The Board approved the payment of \$24,915.08 to the Black Canyon Irrigation District for Crossing Permit and pro rata construction charges, I-80N-1(31)18 -- (I-80N-1(6)14) and \$38,554.00 for severance damages on Crossing Agreement, I-80N-1(31)18 -- (I-80N-1(6)14), (as per Senate Bill 119, Chapter 264, 1961 Session Laws.)

Approval and Execution of Access Resolutions.

The Board approved and executed access resolutions on Project No. F-1481(12) - Alexander Curves; Project No. F-4113(10) - John Day to Slate Creek; Project No. F-2371(1) - Gooding Streets; Project No. F-2371(2)--Wendell to Gooding; and Project No. F-5121(4) - R.R. Underpass North of Sandpoint.

Authority to Purchase Right of Way (Control of Access)

The Board approved the following purchases of right of way:

District No. I

I-IG-15W-4(4)71 - Jct. I-15 West - Full Control

District No. II

F-2361(18) - Hagerman No. & So. - Partial Control in
US 30 rural areas and standard approach policy
in urban areas

F-2361(14) - Twin Falls Cemetery- - Partial control
Red Cap Corner, US 30 (Limited to present use
& connecting public
thoroughfare)

U-(S) 2727(2) - End Rock Cr. Br.-S.C.L. - Standard Approach Policy
Twin Falls, SH 74

District No. III

S-3806(8)"A" - Little Valley South - Standard Approach Policy
SH 51

F-U-3021(8) - Boise One-way Couplet - Standard Approach Policy
US 30 except for full control
in interchange area.

F-3271(3) - Intersection 33rd & - Standard Approach Policy
State, Boise, SH 44

District No. V

F-5116(10) - Naples Overpass - Partial Control (Limited
Peterson Hill, US 95 to present use & connecting public thoroughfare)

District No. VI

- | | | |
|--------------|---|-------------------------------|
| F-U-6033(5) | - Yellowstone Ave., Bdwy. St.
- S.C.L. Idaho Falls, US 91-191 | - Standard Approach
Policy |
| F-U-6471(11) | - Yellowstone Ave., Bdwy. St.
- R.R. Underpass, Idaho Falls,
US 191 | - Standard Approach
Policy |

Approval of Temporary Easement.

We have this 20th day of June, 1961, executed in duplicate a temporary easement across Materials Site BN-67A for Project Nos. S-6706(1) and S-6713(1).

WEDNESDAY, JUNE 21, 1961

The Board reconvened at 8:00 a.m., Wednesday, June 21, in the Board Room at 3211 West State Street, Boise, Idaho, with all Board members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Minutes of the Regular Meeting of the Board of Highway Directors, May 15 & 16, 1961, and the North Idaho Tour, May 17, 18, 19, 20, 1961, were read and approved.

Village of Hagerman - US 30 Hearing Determination. The following determination of the Board was made regarding the proposal to improve US 30 through the Village of Hagerman as submitted in public hearing under Federal Aid Statutes at the American Legion Hall, Hagerman, Idaho, 10:00 a.m., May 31, 1961:

The Board finds and determines that the following improvement in the State Highway System in Hagerman, Idaho, to wit:

To proceed with the reconstruction of U.S. 30 through the Village of Hagerman, Idaho, on the present route and location as proposed and submitted to the people of Hagerman at the aforesaid hearing.

In considering the above, the Idaho Board of Highway Directors has considered and weighed the economic effects of the location of the proposed highway improvement, and hereby makes their decision of the proposal in the affirmative.

Removal of a Section of SH 54, Kootenai County, From System.

The Board determined that effective November 1, 1961, and after the Department repairs that road's surface into usable shape, that SH 54 from the junction of SH 41 to US 10 Alternate - 95 shall be removed from

June 21, 1961

the State Highway System as it no longer has the characteristics of a State Highway.

Addition of Extension of SH 54 to Bayview to System. The Highway Board determined that the extension of SH 54 easterly to Bayview has the characteristics of a State Highway and ordered it to be placed on the System November 1, 1961, providing the Belmont Highway District reconditions the surface into usable shape from the present eastern termini of the SH 54 to Bayview, it now being a part of the Belmont Highway District System.

Enforcement of Two-Year Limit of Federal Aid Participation in Seal Coating. State Engineer, G. Bryce Bennett, indicated the U. S. Bureau of Public Roads is going to enforce a two-year limit policy whereby Federal Aid participation in seal coating will be non-participating after that time limit. As a result, an upward revision of the construction budget will of necessity have to be considered during the next two years. This policy, having not been previously enforced by the Idaho Division of the Bureau of Public Roads who approved seal coating construction projects as the road surface required - regardless of the lapse of time since the original construction project - will cause a sizable readjustment of the construction budget as submitted to the last legislature. Should the State elect to not meet this two-year policy, then the seal coating would become a state not-participating maintenance item.

Request of City of Salmon for Conversion of Old Shed Site to Swimming Pool. The Board discussed a request presented by Mr. Bennett, State Highway Engineer, wherein the City of Salmon has requested the use of our old shed site on US 93 be converted to the swimming pool, but took no action in the matter.

Public Hearings authorized at Paul and Twin Falls. The Board authorized Federal Aid Hearings at Twin Falls regarding the Rock Creek - SH 94 improvement and the Paul - SH 27 to Interstate improvement to be prepared and held under Federal Aid Statutes.

City of Alameda's Request for Memorial Park Drain Pipe - Denied. Complying with the request of the Board made at their April 14, 1961, meeting regarding the request of the City of Alameda for the State to furnish and install a drain pipe from the Interstate location to and through a new Municipal Park, the Department reported it does not appear that this can be warranted as a State expenditure. The natural drainage pattern of the area is adequately maintained by drainage structures under the roadway and the only change in the present condition would be the influence on the runoff of the area of surface paved for the roadway. The request was, therefore, denied.

June 21, 1961

Contractor's Claims.

Morrison-Knudsen claim on Project No. F-FG-3112(8), regarding the additional payment of change of concrete quantities on the railroad structure due to change in footing dimensions:

Mr. Murray Burns, of Morrison-Knudsen Company, presented this claim, covering a number of court cases which had ruled in the contractor's favor, on claims which he termed "similar or like conditions." After he presented this claim, a general discussion was held regarding the meaning of Paragraphs 104.03 and 104.04 of the Idaho State Highway Standard Specifications. The Board then advised Mr. Burns that the Department would have its legal division study the matter and report back on it.

The claim of Max J. Kuney on Project No. S-4771(1), Contract No. 2160, regarding penalties for over-run in contract time:

Excerpts from Mr. Kuney's letter were read and explained to the Board. Inasmuch as the Project records were very complete regarding the lack of the contractor to make satisfactory progress on the Project and that although the quarry conditions seemed to be severe it is the responsibility of the contractor to estimate these conditions. If changed conditions existed it was the responsibility of the contractor to point it out during the actual construction as required in Section 104.05 Standard Specifications (1957).

Correspondence. The following correspondence was read by the Board, concerning which no action was taken:

1. City of Idaho Falls requested the widening of Broadway Bridge to four-way width.
2. Weiser's request to put Olds Ferry on the State Highway System.
3. North Idaho Chamber of Commerce proposal of Salmon River Road.
4. Avery residents request for improvement of the St. Maries Road to Avery.
5. Richfield Lion's Club request for construction project between Carey and Richfield, US 20.
6. Paris Lion's Club request for improvement on US 89 from Montpelier southerly.

Wancher Gulch Section of SH 7 Oiling Request. The Nez Perce County Commissioners requested that the 11 per cent Wancher Gulch grade section of SH 7 be oiled along with that project on SH 7. The Department had been considering not oiling this grade because of the difficulty winter traffic might have in negotiating the grade and curvature.

The Board approved the Department's proceeding as requested by the Nez Perce County Commissioners in oiling that grade.

Caldwell Farmers Regarding Interstate Location. Appearing before the Board were Richard D. Rutledge, Gerald J. Shaffer, and L. G. Fuller, representing all the farmers that would be effected by the proposed Caldwell Interstate by-pass location. The delegation urged that the Caldwell Interstate section be located on its present US 30 route -- Hannibul Street, rather than on the ridge by-pass route. The Board's attention was invited to the fact that considerable Interstate money has already been spent on the present location of US 30 and the damage to farms by the by-pass cutting fields on the diagonal would be irreparable and noncompensable, and the proposed benefits for the user would be much greater if the Interstate Highway is constructed on the present existing route. The Board indicated it could give them no answer at this time, but would take their views under consideration.

Raised Medians on 5th Street (Pocatello One-Way Couplet Near Interstate Connection). The delegation composed of J. G. Quigg, Retail Sales Manager, Standard Oil Company, Salt Lake City; T. J. Denson, District Manager, Standard Oil Company, Pocatello; W. J. Tozer, Property Director, Standard Oil Company, Salt Lake City; Robert I. Troxell, Attorney, Standard Oil Company, Boise; Jack Alvord, restaurant owner, Pocatello; Niles Cooper, service station operator, Pocatello; and Lamar Christensen, service station owner, Pocatello, met with the Board next. The group urged the Department to abandon the raised medians or at least give them a median opening cut in front of their proposed service station site, 470 feet north from the Roper Street connection on South 5th Avenue (US 91-191). The Board would not promise them any relief but asked the Department to contact the City of Pocatello as to the possibility of a circulating road behind the property for traffic. It was pointed out to the delegation that should this request be granted other real estate developments within the 1800-foot section could very well insist on median cuts in front of their property to the extent that the safety design purpose of a raised median would be entirely defeated.

Rupert Streets Raised Medians Elimination Request. Next appearing before the Board were: Eldon Holbrook, American Oil, Box 1658, Boise; Fred Blatz, American Oil Company, Salt Lake City; O. R. Craven, Owner, Terminal Investment, Pocatello; Clark Cameron, Owner-Manager, Cameron's Inc., Rupert; George McDonald and Wendell Johnson, City Councilmen, and Mayor Acock, City of Rupert. The group indicated considerable loss of business to Cameron's, Inc., at the junction of SH 25 and US 30N as well as to the International Harvester dealer located in the same area. The group was reminded that the City of Rupert had approved the design of the raised medians in question in the project and that they did not represent themselves very well, time-wise, to their local government as to their views. Mr. Cameron presented photographs and pointed out the hazards to traffic that truck traffic to and from his fuel pump would cause the highway users because of restricted turning area to and from the property. The Board indicated they could not promise them relief but would see what could be justified at this late date, the medians being fully completed in the project.

North Park Estates - Montpelier. Next appearing before the Board were: Arnold W. Coon, of Coon & King Engineers, Salt Lake City, Utah; Vernon J. Short, President, Continental Home Assets Corporation, Idaho Falls; and Robert W. Gammell, Vice President, Utah Savings and Loan Association, Provo, Utah. The group requested a change of access from that originally granted the North Park Estates subdivision in Montpelier to US 30, a controlled access facility. The Board indicated they would look with favor on changing the approved access from Valley Road to North Park Drive and thereby wiping out a temporary permit for a farm approach at North Park Drive. This was agreed as a solution to the problem by the delegation, and the Department was urged to present the matter to the U. S. Bureau of Public Roads for their approval; it being understood that in the future there would be no access to Valley Road.

Expense Vouchers. The Board approved the following expense vouchers for the month of May:

R. C. Rich, \$96.06; W. C. Burns, \$131.35; and Ernest Gaffney, \$135.28.

WHEREUPON, the Board adjourned until its next meeting to be held July 10, 11, and 12, 1961.

Read and Approved July 10 1961
Boise, Idaho

R. C. Rich
R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

July 10, 11, & 12, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, July 10, 1961, at 3211 State Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the June 20 and 21, 1961, Board Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STM-1024(519) - The work consists of repairing the Center Street Underpass on U.S. 30 in the City of Pocatello, in Bannock County - State financed. Contract was awarded to Phillips Construction Company, Idaho Falls, Idaho, the low bidder, on July 3, 1961, in the amount of \$26,214.00.

S-1849(1) & S-1858(1) - The work consists of constructing the roadway, drainage structures, 2-12' concrete culverts and a roadmix bituminous surfacing on 4.818 miles of the Wilson Road and 0.746 mile of the E. Riverside Road, commencing approximately 2.5 miles west of Blackfoot and extending in a south and west direction, in Bingham County - Federal Aid Secondary and County financed. Contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on July 3, 1961, in the amount of \$183,032.25.

STM-2361(528), 2741(503), 2391(512), & Stockpile Projects 2300 & 2365 - The work consists of constructing a roadmix bituminous surfacing and seal coating on 0.608 mile of Second Avenue West, Twin Falls, and seal coating 8.25 miles of SH-50, US-93 - Hanson Br., and 2.62 miles of US-93, Jct. SH-50 - Perrine Memorial Br., and furnishing crushed gravel surfacing and cover coat material in stockpiles south of Hollister and north of the Perrine Bridge, in Twin Falls and Jerome Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Holmes Construction Co., Inc., the low and only bidder, on July 17, 1961, in the amount of \$87,595.25.)

S-6877(1) & S-6878(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 1.228 miles of St. Charles Street and on 3.708 miles of Geertson Creek Road, located in the vicinity of Salmon, in Lemhi County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on July 21, 1961, in the amount of \$131,847.75.)

F-5116(14) & STM-5121(518) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surfacing on 8.618 miles of U.S. Highway No. 95, Westmond - Sandpoint Bridge, and a plantmix bituminous surfacing (half-sole) on 0.294 mile of U.S. Highway No. 2, Sandpoint North, in Bonner County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer, subject to the approval of the Bureau of Public Roads, to award the contract to the low bidder. (The contract was awarded to Grant Construction Company and McAtee & Heathe, Hayden Lake, Idaho, the low bidder, on July 14, 1961, in the amount of \$707,817.15.)

Utility Facility Relocation Determination. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

I-15-1(5)17, Deep Creek Interchange - Colton Road Interchange, Oneida County - Mt. States Tel. & Tel. Company

Atomic Energy Commission Gasoline Tax Avoidance. Tax Collector Vernon Drown and Legal Counsel Robert Bakes advised the Board regarding the Atomic Energy Commission's gasoline tax avoidance by their contractors' taking delivery in the State of Utah, and the progress of the three court cases filed in District Three Court by Phillips Petroleum, Conoco Oil, and Utah Oil Companies in an attempt to collect \$100,000 a year for gas tax payments that were made under protest.

The Congressional Delegation has been in contact with the AEC people on the problem and is awaiting the outcome of the Court litigation. Governor Smylie asked the Board Secretary to submit a report on the problem.

TUESDAY, JULY 11, 1961

The Board reconvened at 8 a.m., Tuesday, July 11, at 3211 State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Meeting with Federal Highway Administrator. The Board toured the proposed Boise Interstate spur location with Federal Highway Administrator Rex M. Whitton; C. R. Salmen, Boise, Bureau of Public Roads Division Engineer; and Baird French, Portland Bureau of Public Roads Regional Engineer.

Upon the recommendation of the Department, the Board urged the Bureau to approve an Interstate spur from an interchange at Capitol Boulevard westerly to the US 20-30 junction vicinity to Curtis Road, and thence to the present approved interstate eastern location termini midway between Franklin and Overland Road.

Presentation of the history and planning reports of the Interstate problem in Boise was made by Lew Ross, Ellis Mathes, and Bryce Bennett. Mr. Whitton indicated, "I don't know of any time that I have heard a more able presentation of a problem. I came out here to look and listen. I have found it unwise to say that anything will not be done."

He indicated he would return to Washington and explore all means in an effort to meet the problem which entails reconciling additional interstate mileage and dollars. He made no commitments regarding either.

July 11, 1961

Progress of Forest Highway Projects in Idaho. State Highway Engineer Bennett indicated to the Bureau of Public Roads officials the Department's concern as to the progress of Forest Highway projects in Idaho, since the engineering and design has been done at the Portland, Oregon, office since 1958.

The Board indicated to the Bureau officials that it concurred with Mr. Bennett's concern in the lack of progress of the Idaho Forest Highway projects, as per the following reasons indicated by Mr. Bennett:

1. Development of Forest Highway Program.

Development of an annual program requiring complete reliance on the Vancouver Office of the Bureau for cost information is becoming increasingly awkward. Many days or weeks delay are often required to obtain information concerning a specific project. More critical, however, is the growing tendency of the Vancouver Office to change the concept of project development without advising your Division office, the Forest Service, or the State. We are never sure of project length, width, cost, surface type, alignment or terminals.

2. Public Hearings.

In scheduling public hearings, the department has experienced considerable difficulty in obtaining sufficient detailed information to prepare hearing exhibits and brochures. As a result, hearings are often delayed until the final design is virtually complete. This can produce many problems where relocation on new alignment is involved. Because of the advanced stage of project development, the Bureau is then reluctant to recognize local problems and suggestions brought out in those hearings. It is believed that hearings held at an earlier stage would improve public relations, provide better service and result in far fewer changes and delay.

3. Project Design.

Some Bureau personnel have apparently adopted the attitude that the design and development of Forest Highways is of no concern to the State; however, design considerations are involved in public hearings, right of way acquisition, and effective maintenance programs. Furthermore, some of the designs originating in the Vancouver Office reflect complete unfamiliarity with specific traffic operative features, intersection design, channelization requirements, etc. We believe that correlation and cooperation between State and Bureau personnel at the Division level would improve project quality.

4. District Contacts.

A closer working relationship with our District Engineers is needed. These men are responsible for the maintenance and repair of all Forest Highways, which are a part of the State Highway System, in their areas. They are often aware of local problems and commitments which are not always apparent to Regional Bureau personnel concerned only with Design and Construction. More extensive review and consultation with our District personnel is encouraged.

5. Right of Way.

Delays in the acquisition of rights of way by the State could generally be alleviated with the provision of more complete information with respect to land ties, ownership, etc. This is most difficult to accomplish when the project is being developed and designed from a central office quite remote from the area in which the project is located.

It is the considered opinion of this office that improved working relationships in the above areas can only be achieved by the assignment of increased responsibility for Forest Highway project development to the Idaho Division Office of the Bureau of Public Roads.

It seems to us that your Division Office would be able to take a much closer look at local conditions with the assistance of your Area Engineers, State District Engineers, and Headquarters Staff and at the same time effectively utilize photogrammetric and computer services available in your Vancouver Office.

Control of Access. The Board approved control of access policies for the following projects:

District 3 - S-3807(1), Glens Ferry Business Route -- Standard Approach Policy.

District 5 - F-5116(10), Naples to Petersen Hill, US 95 -- Partial control limited to existing use and kind - future approaches to be granted at the discretion of the Highway Board.

District 2 - F-2353²(2), Arco-Moore -- Partial control for rural area and Standard Approach Policy for urban area.

The Board approved Orders of Condemnation for the following:

I-90-1(11)48, Shoshone County, Parcel No. 73, Gertrude V. McAnally
I-15-1(5)17, Oneida County, Parcel Nos. 9 and 9-E-1, John J. Williams
F-1032(20), Bannock County, Parcel Nos. 17 & 17-E-1, Herbert R. Pember; and Parcel Nos. 20 & 20-E-1, Marvin D. Smith

F-2353(2), Butte County, Parcel No. $\frac{1}{2}$, Lost River Bowl, Inc.

Approval of Deeds.

F-4113(12), Adams County, District No. 4, Parcel No. 8A - We have this 11th day of July, 1961, executed in duplicate a Special Warranty Deed to Floyd L. Peterson and Ruth E. Peterson pursuant to Section 40-120(9), of Idaho Code, for exchange of lands.

F-4113(12), Adams County, District No. 4, Parcel No. 8B - We have this 11th day of July, 1961, executed, in duplicate, a Quitclaim Deed to Floyd L. Peterson and Ruth E. Peterson pursuant to Section 40-120(24) of the Idaho Code as consideration in exchange for certain land and moneys from the aforementioned parties for Parcel No. 8B of captioned project.

Exchange of Access Deeds.

S-US-3754(2), Parcel No. 21A - The Board disapproved a request by Treasure Valley Enterprises, Inc., for two approaches.

S-US-3754(2), Parcel Nos. 40A, 41A - We have this 11th day of July, 1961, executed in duplicate Exchange of Access Deeds between Eunice Foster, H. E. King, and Jean B. King, and Home Dairies Company and the State of Idaho.

Controlled Access Resolutions. The Board approved and executed access resolutions on Project No. F-2352(2) -- Arco-West, and Project No. F-2361(4) - Burley Streets. (See Recission of F-2361(4), 8/22/61)

Claim of Z. N. Egbert. The Board discussed the damage claim submitted by Z. N. Egbert on trespass damage on Project F-6471(2), US Highway 191, Ashton North. It was the determination of the Board that the offer submitted by Mr. Egbert was not acceptable and the Board Secretary was instructed to so advise him.

WEDNESDAY, JULY 12, 1961

The Board reconvened at 8 a.m., Wednesday, July 12, at 3211 State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Removal from the State Highway System (US 30)

WHEREAS, construction of 1.666 miles of State Highway No. US 30 on new location beginning at a point in Sec. 36, T. 7 S., R. 13 E., B.M. 1.403 miles north of the Gooding - Twin Falls County Line and ending at a point in Sec. 12, T. 8 S., R. 13 E., B.M., 0.263 miles south of the

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Gooding - Twin Falls County Line, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 1.940 miles in length, is hereby removed from the State Highway System, effective this date.

T. Matt Hally Claim. The Board reviewed the T. Matt Hally claim of August 1958 on Project ST-3112(502), Cambridge Bridge, as requested by the claimant in his letter of July 1, 1961. On advice of Counsel, the Board again denied the claim, reaffirming their original position of denial dated August 6, 1958.

Max J. Kuney Claim. Upon a further review of the Max J. Kuney claim of Project S-4771(1), Contract 2160, on Department analysis of the claim, the Board determined that the claim could not be justified. The Board indicated it would give further consideration in the matter if the claimant would provide facts pertinent to the Standard Specifications that could enable the Board to legally support any payment of the claim.

Twin Falls Request for State Highway Designation. The Board read a request of the Twin Falls Chamber of Commerce to place the County Road running south from Hanson to the Magic Mountain Ski area thence southwesterly to join US 93 near Rogerson on the State Highway system. The Board indicated they would discuss the matter with the Twin Falls people while on tour this fall with a meeting in Twin Falls.

Twin Falls - Paul Public Hearings. The Board approved Federal Aid public hearings to be held at Twin Falls regarding the relocation of SH 74 in Twin Falls and at Paul regarding SH 7 improvement in Paul.

Allocation of Forest Highway Funds. The Board concurred with the Bureau of Public Roads, subject to the approval of the Forest Highway Service, to allocate \$100,000 of undistributed 1961 Forest Highway moneys to put under contract 1 1/4 mile section of the Chilly-Trail Creek (Route 15) section, causing the project to be 5 1/4 miles in length.

In like manner, \$190,000 of undistributed Forest Highway funds for 1961 was approved to be added to the Canyon Creek (Route 25) Project on the Stanley-Lowman Road. This will completely open the plug between the South Fork of the Payette and Bull Trout Lake to grading and draining standards. The Bureau indicated probable completion in the fall of 1962.

City of Shoshone Delegation. Meeting with the Board were the city officials of Shoshone requesting the Department to improve the present railroad crossing of US 93; widening US 20-26 east of town to the city limits; and widening and straightening US 93 northerly from the railroad crossing to the north city limits.

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The Mayor indicated that the City of Shoshone, with its own forces and equipment, could do the work necessary to improve some of the safety factors on US 93 north of the railroad tracks, that the utility people have been contacted and are in a position now to move the poles if shown where to relocate them.

It was pointed out to the delegation that before the city could do this, engineering would have to be done by the Department in order to assure that the stop-gap work by the city would fit into major construction requirements. Mr. Bennett indicated that when the Mayor returns from his vacation on August 15 the Shoshone office could by then determine what engineering requirements will be necessary to coordinate the stop-gap improvement by city forces.

The city was informed that Urban Engineer Crossley would shortly meet with the City Council and appraise them as to the long-range planning contemplated for US 93, US 20-26, in and through Shoshone.

The City Council invited the Highway Board to meet with them while on tour this fall. The Board indicated they would try to fit such a meeting into their itinerary.

Jerome Chamber of Commerce. The Jerome Chamber of Commerce, being the next delegation, inquired as to what improvements on State highways in the vicinity of Jerome were contemplated, urging the improvement of the hill on US 25, 9 miles east of Jerome to US 93 junction. The delegation asked the Department to lend their support in opening the material site road into the Snake River Canyon near the golf course. The Board indicated they would not be averse to the road being made a public road if the road owners were agreeable to opening the haul road to the public. The Highway Department would determine whether the agreement could be worked out with the Highway District to maintain it and become a part of the Highway District system. Mr. Churchman, of the delegation, indicated the Highway District would cooperate by eventually putting it on their system when the material hauling by the Department was completed.

The delegation invited the Board to meet with the people of Jerome following its tour this fall. The Board indicated it would be glad to work a meeting into its itinerary.

Mayor Gridley, of Mt. Home, met with the Board regarding the current highway improvement on US 30 and SH 68 in Mt. Home, as to correcting variables in curb elevations that do not conform to sidewalk elevations. Mr. Bennett indicated to the Board that he would personally go to Mt. Home on the 17th of July and see what corrective measures could be taken. Mr. Bennett assured the Mayor that considerable relief can be given; however, had a local improvement district been organized for sidewalk improvements, the situation would not exist. On leaving, Mayor Gridley was pleased that relief can be had on the problem.

The Camas Prairie Study was submitted to the Board, purely on a preliminary information basis, which recommended consideration to the removing of State Highway 7 from Nezperce to Orofino and from Greencreek Junction to Grangeville. The report recommended a relocation of SH 12 from Nezperce down Six Mile Creek to a point on the Clearwater, abandoning the present section of SH 12. The proposed Six Mile Creek alignment will shorten the distance from Nezperce to Orofino as well as to Kamiah. Mr. Rich pointed out the Board views this study in the light of strictly a long-range possibility, and no action was taken by the Board.

Extension of Agreement with Montana. The Board authorized the extension to October 15, 1961, of an agreement with the Montana State Highway Department regarding the engineering services for the feasibility study of a crossing over Mullan Pass for Interstate Route 90.

Boise Cascade Request to Move Units. The Boise Cascade Company requested permission from the Highway Board to authorize house moving permits for 30 units to be transported from Idaho Falls to the Montana line, the dimensions of which would be 11' x 26' with an overhanging eave of six inches. The Board indicated they would approve the request providing that, in the transporting, the six-inch eave would be on the right side of the travel lane.

Raised Medians on Rupert Street Project. The Board again reviewed this matter with the Department and could see no justification for removing the constructed raised medians on the Rupert Street project. The decision was made in the interest of highway safety and highway operational characteristics for the junction of SH 25 and US 30N for which they were designed.

Payment of Recording Fees. Upon a request for payment of recording fees of deeds and other right of way instruments by the County Recorders and upon the advice of Legal Counsel Padgett, since the law is not clear as to the State's paying such fees, the Board requested that Mr. Padgett seek a declaratory judgment in the matter with the appropriate court.

Policy of Interstate Service Signs. The Board approved the following recommended policy for Interstate service signs designating where restaurants, etc., are available:

1. In rural areas "Gas-Food-Lodging, Exit $\frac{1}{2}$ Mile" signs or proper combination, depending on available service, will be installed when the available service is located in the immediate vicinity of the interchange or in an adjacent bypassed community which is served from the interchange.
 - a. "Immediate vicinity of interchange" shall be interpreted as a distance not to exceed one mile.
 - b. "Adjacent bypassed community" shall be interpreted as

a community which is located within one mile of the Interstate Route and when the out-of-direction travel to the community and back to an Interstate Interchange is not excessive.

- c. Any gasoline station will warrant signing for Gas. The station need not be open 24 hours a day.
 - d. Food signing shall be provided for an eating establishment having accommodations and equipment to serve a hot meal and meet the State Department of Health standards.
 - d. Lodging signing shall be provided where four or more rooms with bath facilities are available. All the rooms need not be in one establishment. The establishment must meet the State Department of Health Standards.
2. The appropriate sign shall be installed $\frac{1}{2}$ mile in advance of the exit direction sign.
 3. Service signs will not be installed within urban areas. A "Gas-Food-Lodging" sign shall, however, be placed beneath the "Community Next (5) Exits" sign, two miles in advance of the first exit to the community.

Rewriting Regulations for Traffic Control. Upon the recommendation of the Legal Division, the Highway Board authorized a rewriting and consolidation of Board Minutes regarding traffic control devices such as painted barrier lines, traffic islands, etc. Mr. Padgett advised that these Minutes are somewhat ambiguous and have created problems in various courts when persons are cited in for traffic violations or other moving vehicular offenses. He suggested that the Legal Division, the Traffic Engineer, and the Board Secretary make a comprehensive study of all such Minutes, rewrite and consolidate them in one section, and perhaps publish a pamphlet containing the revised Minutes.

Expense Vouchers. The Board approved the following expense vouchers for June:

R. C. Rich, \$54.29; W. C. Burns, \$87.55; E. F. Gaffney, \$45.88.

WHEREUPON, the Board adjourned until its next meeting scheduled for August 21, 22, & 23, 1961.

Read and Approved August 21, 1961
Boise, Idaho


R. C. RICH, Chairman

July 12, 1961

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

August 21, 22, & 23, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, August 21, 1961, at 3211 West State Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the July 10, 11 & 12, 1961, Board Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-80N-2(5)71 - The work consists of constructing an asphalted treated base, a plant mix bituminous surface and filling the medians on 12.145 miles of Interstate Highway 80N between Regina and Cleft in Ada and Elmore Counties - Federal Aid Interstate and State financed. Contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder, on August 4, 1961, in the amount of \$561,925.75.

STOCKPILES 5368 & 5369 - The work consists of furnishing crushed gravel surfacing, cover coat material and sanding material in stockpiles in the vicinity of Mullan and Osburn, in Shoshone County - State financed. Contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on August 3, 1961, in the amount of \$51,950.00.

S-6721(2) & S-6723(2) - The work consists of reconditioning, constructing the base and a roadmix bituminous surfacing on 2.091 miles of the Iona - East Road and 1.914 miles of the Lincoln - East Road, in Bonneville County, commencing approximately 5 miles east of Idaho Falls and extending east and is known as Idaho Project Nos. S-6721(2) and S-6723(2) - Federal Aid Secondary and County financed. Contract was awarded to Twin Falls Construction Company, the low bidder, on August 10, 1961, in the amount of \$77,012.25.

ST-2351(505) & PW-224(1) - The work consists of widening the existing roadbed and constructing a roadmix bituminous surfacing on 0.614 mile of 4th and 14th Avenues in Gooding in Gooding County - State financed. Contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on August 10, 1961, in the amount of \$10,479.25.

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ST-5041(529) - The work consists of widening and constructing a plant mix bituminous surfacing on the intersection of Best Avenue and Government Way in Coeur d'Alene in Kootenai County - State financed. The Board decided to take no action until a report was received from the District Engineer as to the reason for the bid being 28.375% over the Engineer's Estimate. (The bid was rejected as it was too high over the Engineer's Estimate. The low and only bidder was Inland Asphalt Company.)

STOCKPILES 1349 & 1350 - The work consists of furnishing crushed gravel surfacing and cover coat material in stockpiles in the vicinity of Howe Jct., (M.P. 272.9, SH-22) and A.E.C. Jct., (M.P. 286.1, US-20), located approximately three miles northeast of the Howe Jct., and five miles north of Atomic City, in Butte County - State financed. Contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on August 18, 1961, in the amount of \$54,590.00.

S-5723(2) - The work consists of reconditioning the existing road and constructing a roadmix bituminous surface on 3.401 miles of the O'Gara Road, O'Gara - U.S. 95 Alt., in Kootenai County, and located approximately 6 miles southeast of Harrison, Federal Aid Secondary and County financed. After analyzing the State's estimate as being too low on the windrow material and cover coat material, the Board concurred in the Department's recommendation to approve the low bid, to which the County has already concurred, and subject to the receipt of the additional County funds required. (Contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder, on August 23, 1961, in the amount of \$48,928.77.)

F-1481(21) - The work consists of seal coating 10.605 miles of U.S. Highway 30N, Georgetown-Montpelier, in Bear Lake County - Federal Aid Primary and State financed. Contract was awarded to Mountain States Construction Company, Inc., Pocatello, Idaho, the low and only bidder, on August 21, 1961, in the amount of \$36,150.00.

I-15-1(18)70, I-15-2(3)71 & F-1032(20) - The work consists of constructing a 4-lane divided roadway, drainage structures, a plant mix bituminous surface, 4 concrete overpasses and 2 concrete underpasses on 2.345 miles of Interstate Highway No. 15, and 0.409 miles of the Pocatello Creek Connection, in Bannock County - Federal Aid Interstate and State financed. (See Minute Entry regarding Surety Bond for Parsons Construction Company, Wednesday, August 23, for action taken.)

Utility Facility Relocation Determinations. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 2-1(1) - Moyie Springs, Boundary County - Pacific Gas Transmission Company.

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St-5041(529) - Junction US 95 and US 10, Kootenai County - Idaho Water Company, General Telephone Company of the Northwest, City of Coeur d'Alene, and Washington Water Power Company.

FH-50A & S-5711(2) - St. Joe River Road, Benewah & Shoshone Counties - Washington Water Power Company and General Telephone Company of the Northwest.

S-2788(1) - 1.5 mile east of Hagerman-Easterly, Gooding County - Idaho Power Company.

I-15-2(3)71 - Junction I-15W-Chubbuck GS, Bannock County - Idaho Power Company.

I-15-1(18)70 - Pocatello Creek IC - Junction I-15W, Bannock County-Mt. States Telephone & Telegraph Co., Idaho Power Company.

F-1032(20) Section A - US Highway 91-191, Pocatello Creek Connection, Bannock County - Mt. States Telephone & Telegraph Company, Idaho Power Company, Intermountain Gas Company.

Designation of State Highway 25

WHEREAS, redesignation of State Highway No. US 30N on new alignment leaves certain sections of the State Highway System adjacent to Rupert without an official route number, and

WHEREAS, adequate numbering of routes is essential to the administration of State highways and to the convenience of the traveling public.

NOW THEREFORE BE IT RESOLVED, that State Highway No. 25 be, and hereby is, described as beginning at a junction with State Highway No. US 26-30 at Bliss and extending southeasterly via Jerome, Eden, Hazelton, and Paul to a junction with State Highway No. 24 west of Rupert.

Designation of State Highway 77

WHEREAS, redesignation of State Highway No. US 30N on new alignment leaves certain sections of the State highway system adjacent to Rupert without an official route number, and

WHEREAS, adequate numbering of routes is essential to the administration of State highways and to the convenience of the traveling public,

NOW THEREFORE BE IT RESOLVED, that State Highway No. 77 be, and hereby is, described as beginning at a junction with State Highway No. 30S at Malta and extending northerly via Albion and Declo to a junction with State Highway No. 24 in Rupert.

Designation of State Highway No. US 30N

WHEREAS, continuity of routing of State Highway No. US 30N no longer exists due to designation of a portion of said route on new alignment coincident with Interstate Route No. 80N and 15W between Raft River and Snake River,

NOW THEREFORE BE IT RESOLVED, that the official description of State Highway No. US 30N be, and hereby is, designated as beginning at a junction with State Highway No. US 30 and US 30S east of Burley and extending easterly via Pocatello, Lava Hot Springs, Soda Springs, Georgetown, and Montpelier to the Wyoming State Line near Border, Wyoming, including a business loop via Main and Arthur and Halliday Streets in Pocatello, a spur connection via Center Street in Pocatello, a spur connection via Gould Street in Pocatello, and a business connection in Lava Hot Springs. State Highway No. US 30N also appears beginning at a junction with State Highway No. US 30 east of Ontario, Oregon, and extending northerly to the Oregon State Line at Weiser.

Designation of State Highway 24.

WHEREAS, redesignation of State Highway No. US 30N on new alignment leaves certain sections of the State Highway System adjacent to Rupert without an official route number, and

WHEREAS, adequate numbering of routes is essential to the administration of State highways and to the convenience of the traveling public,

NOW THEREFORE BE IT RESOLVED, that State Highway No. 24 be, and hereby is, described as beginning at Minidoka and extending southwesterly via Rupert to a junction with State Highway No. US 30N northeast of Burley.

Speed Control Zones in District Five (US 10)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 13, 1960, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 25 pertaining to US Highway No. 10 of the Minute Entry of the Board of Highway Directors dated October 13, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 10	0.00	0.10	Washington State Line to State Line Village	50
2.	US 10	0.10	0.35	State Line Village Urban Extension	--
3.	US 10	0.35	1.00	East of State Line Village	50
4.	US 10	1.00	3.70	To Post Falls	60-55
5.	US 10	3.70	6.25	Post Falls Urban Ext.	--
6.	US 10	6.25	7.25	Post Falls to Jct. with SH 41	60-55
7.	US 10	7.25	11.15	Jct. with SH 41 to Coeur d'Alene	60-55
8.	US 10	11.15	15.95	Entered as I-90 US 10	--
9.	US 10	15.95	21.75	Entered as US 10, US 95A	--
10.	US 10	21.75	22.20	Entered as I-90, US 10, US 95A	--
11.	US 10	22.20	33.00	Entered as I-90, US 10	--
12.	US 10	33.00	34.65	To Jct. with SH 3	60-55
13.	US 10	34.65	40.95	East of Jct. with SH 3	60-55
14.	US 10	40.95	46.90	East of Jct. with SH 3	50
15.	US 10	46.90	50.60	To Kellogg	60-55
16.	US 10	50.60	52.10	Kellogg Urban Extension	--
17.	US 10	52.10	56.40	Kellogg to Osburn	60-55
18.	US 10	56.40	59.40	Osburn Urban Extension	--
19.	US 10	59.40	61.00	East of Osburn	60-55
20.	US 10	61.00	62.00	To Wallace	50
21.	US 10	62.00	63.75	Wallace Urban Extension	--
22.	US 10	63.75	69.15	Wallace to Mullan	50
23.	US 10	69.15	70.10	Mullan Urban Extension	--
24.	US 10	70.10	71.60	East of Mullan	50
25.	US 10	71.60	75.90	To Montana State Line	35

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

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Speed Control Zones in District Four (US 95)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 29, 1958, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 57 pertaining to US Highway No. 95, of the Minute Entry of the Board of Highway Directors dated December 29, 1958, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95	186.95	190.85	North of Adams Co. Line	50
2.	US 95	190.85	194.80	North of Adams Co. Line	60-55
3.	US 95	194.80	199.00	To Riggins	50
4.	US 95	199.00	200.65	Riggins Urban Extension	--
5.	US 95	200.65	201.90	North of Riggins	50
6.	US 95	201.90	208.80	North of Riggins	60-55
7.	US 95	208.80	217.70	North of Riggins	60-55
8.	US 95	217.70	219.05	To Slate Creek	50
9.	US 95	219.05	219.45	Through Slate Creek	35
10.	US 95	219.45	230.25	North of Slate Creek	50
11.	US 95	230.25	231.00	To Whitebird	35
12.	US 95	231.00	231.70	Whitebird Urban Ext.	--
13.	US 95	231.70	232.00	North of Whitebird	35
14.	US 95	232.00	233.25	North of Whitebird	50
15.	US 95	233.25	248.10	North of Whitebird	35
16.	US 95	248.10	251.85	North of Whitebird	50
17.	US 95	251.85	252.00	To Grangeville	35
18.	US 95	252.00	252.15	Grangeville Urban Ext.	--
19.	US 95	252.15	252.80	North of Grangeville	35

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
20.	US 95	252.80	253.40	North of Grangeville	50
21.	US 95	253.40	253.95	To Junction with State Highway 7	60-55
22.	US 95	253.95	263.75	N. of Junction with SH 7	60-55
23.	US 95	263.75	266.95	To Cottonwood	60-55
24.	US 95	266.95	268.40	Cottonwood Urban Ext.	--
25.	US 95	268.40	276.25	Cottonwood to Ferdinand	60-55
26.	US 95	276.25	276.70	Ferdinand Urban Ext.	--
27.	US 95	276.70	284.70	Ferdinand to Craigmont	50
28.	US 95	284.70	285.70	Craigmont Urban Ext.	--
29.	US 95	285.70	290.65	Craigmont to South Jct. of Winchester US 95 Business Route	60-55
30.	US 95	290.65	292.45	S. Jct. of Winchester US 95 Bus. Route to N. Jct. of Winchester US 95 Bus. Route	60-55
31.	US 95	292.45	314.70	N. Jct. of Winchester US 95 Bus. Route to Sweetwater	60-55
32.	US 95	314.70	314.90	Through Sweetwater	50
33.	US 95	314.90	316.30	North of Sweetwater	60-55
34.	US 95	316.30	316.80	To Lapwai	50
35.	US 95	316.80	317.40	Lapwai Urban Extension	--
36.	US 95	317.40	319.95	North of Lapwai	60-55
37.	US 95	319.95	320.20	To Jct. with SH 9	35
38.	US 95	320.20	320.40	Jct. with SH 9 to Jct. with SH 42	35
39.	US 95	320.40	320.65	W. of Jct. with SH 42	35
40.	US 95	320.65	329.35	To Lewiston	60-55
41.	US 95	329.35	331.80	Lewiston Urban Extension	--
42.	US 95	331.80	338.00	North of Lewiston	35
43.	US 95	338.00	339.50	To Washington St. Line	60-55
44.	US 95	339.50	340.40	In State of Washington	--
45.	US 95	340.40	348.00	Wash. State Line North	60-55
46.	US 95	348.00	361.55	Wash. State Line North	60-55
47.	US 95	361.55	361.75	To Moscow	45
48.	US 95	361.75	363.65	Moscow Urban Extension	--
49.	US 95	363.65	372.40	Moscow to Jct. with SH 66	60-55
50.	US 95	372.40	378.30	Jct. with SH 66 to Jct. with SH 6	60-55
51.	US 95	378.30	379.45	Jct. with SH 6 to Jct. with US 95A	60-55
52.	US 95	379.45	389.40	Jct. with US 95A to Benewah County Line	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Speed Limits in Nampa.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Nampa; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated July 30, 1959, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Nampa, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Nampa; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 30	Garrity Blvd.	E. City Limits to 11th Ave.	35
2.	US 30	11th Ave.	Garrity Blvd. to 2nd St. No.	35
3.	US 30	11th Ave.	2nd St. No. to 3rd St. So.	25
4.	US 30	3rd St. So.	11th Ave. to 9th Ave.	25
5.	US 30	3rd St. So.	9th Ave. to 2nd Ave.	30
6.	US 30	3rd St. So.	2nd Ave. to W. City Limits	35
7.	SH 45	3rd St. So.	11th Ave. to 12th Avenue	25
8.	SH 45	12th Ave.	3rd St. So. to 14th St. So.	25
9.	SH 45	12th Ave. Rd.	14th St. So. to Washington Ave.	25
10.	SH 45	12th Ave. Rd.	Washington Ave. to South City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated July 30, 1959, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Nampa, is herewith rescinded. It is further determined and

August 21, 1961

declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Nampa shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in the Village of Ririe.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Ririe; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Ririe; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 26	-----	East Village Limits to West Village Limits	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Ririe shall henceforth be effective at all times during hours of daylight or darkness.

Annual Idaho Contribution for Research Board. The Board approved the annual Idaho subscription to the Highway Research Correlation Service of the Highway Research Board in the amount of \$4195.00.

Signing of Westbound Interstate Traffic from Pocatello. The Board discussed with the Department the signing for westbound Interstate 15-W traffic from Pocatello to the junction of US 93 north of Twin Falls, stating that in the Board's opinion Interstate signing should carry Twin Falls as a terminal designation from Pocatello westerly to the US 93 interchange and from that point westerly carry Boise terminal signing as far as Boise.

1962 Construction Budget. The Board preliminarily reviewed the 1962 Construction Budget, which will be a continuing subject at the next Board Meeting.

Preliminary Five-Year Forest Highway Program. The Board also reviewed a preliminary suggested five-year program for the Forest Highway System, which will likewise be considered by the U. S. Bureau of Public Roads and the U. S. Forest Service.

Homedale Street Improvement. Urban Engineer Crossley outlined the problem of draining surface water on SH 95 in the Main Street intersection of the City of Homedale. The Board approved a drainage project to correct the situation at an estimated cost of \$15,000.

Mr. Crossley cited the need of a continuing annual construction fund allocation for the relief of drainage problems in such under-financed towns on the State Highway System.

Proposed Designation of US 12. The Board approved the designation of the Lewis and Clark Highway SH 9 to US 12 when the construction is completed in 1962, subject to the concurrence of the Montana State Highway Commission in bringing the US 12 designation from Missoula to the Idaho State line.

TUESDAY, AUGUST 22, 1961

The Board reconvened at 8 a.m., Tuesday, August 22, 1961, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Recission of Access Resolution. Project F-2361(4), US Highway 30, Cassia County - That certain resolution approved and executed on the 11th day of July, 1961, designating Project No. F-2361(4), being a section of US Highway 30 in the general vicinity of Burley, Idaho, as a controlled access highway is herewith rescinded.

Orders of Condemnation. The Board approved Orders of Condemnation for the following:

I-15-2(9)88, Parcel Nos. 32 and 32-E-1, Lamont Mathie and Larue Mathie, husband and wife.

S-6715(5), Lewisville Road, Parcel Nos. 15 & 15-E-1, Gilbert W. Hunter and Maud Hunter, his wife.

S-6715(5), Lewisville Road, Parcel Nos. 17 & 17-E-1, August Moedl and Margaret Moedl, his wife.

S-6715(5), Lewisville Road, Parcel Nos. 18 & 18-E-1, Robert K. Moedl and Sharon S. Moedl, husband and wife.

Approval of Exchange of Access Deeds. The Board approved Exchange Deeds - Access in connection with the following projects:

F-5121(5), WCL Priest River - Thama, Bonner County, Parcel No. 13A--
Rodney D. Larson and Winnie Larson, his wife

F-4113(16), Pollock - Cox's Ranch, Parcel 1B -- Howard Dryden and
Minnie Dryden, his wife, and Marshall Dryden and Marjory D. Dryden, his
wife.

Controlled Access Resolution. Project No. I-80N-2(2)71, Regina to
Cleft, Ada and Elmore Counties -- We have this day executed a Controlled
Access Resolution covering the above captioned project pursuant to Sec-
tion 40-120, Sub-section 16, Idaho Code.

Right of Way Settlement in Excess of \$20,000. The Board approved
the following right of way purchases in excess of \$20,000:

I-90-1(11)48, Parcel No. 17, Doran Robinson, in the amount of
\$23,000.00.

I-15-1(18)70 and I-15-2(3)71, Parcel No. 12, Harry Hart, in the
amount of \$29,300.00.

Authority to Purchase Right of Way. The Board approved the follow-
ing purchases of right of way as pertaining to control of access:

District No. 1

I-15-1(8)57	N. Inkom IC (Excl.) Portneuf IC (Incl.)	Full Control of Access
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District No. 2

F-2352(5)	US 26-93A, Pegari to Tikura	Partial Control (Limited to present use & connect- ing public thoroughfare.)
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F-2441(8)	US 30N, Heyburn-Rupert - - -	(see entry # 17-62 revision)
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Standard approach policy in Heyburn between Station
100/00 and Station 143/50, and as to the easterly or
southerly side between Heyburn and Rupert, there shall
be partial control, restricted to access from a frontage
road through designated frontage road connections and
to existing public thoroughfares; access to and from
abutting property and the frontage road on the easterly
or southerly side shall be by standard approach policy;
providing that, until such time as the frontage road
is constructed, access to and from such abutting property

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on the easterly or southerly side may be permitted directly to the highway under permit policy procedure. All such direct access to and from abutting property and the highway will be eliminated when the frontage road is constructed. Crossing of the median area in the highway will not be permitted except at crossing points designated on official plans on file with the Idaho State Highway Department.

District No. 4

F-4211(2) SH 13, Grangeville City Standard Approach Policy
 Streets

S-4771(3) SH 7, Southwick-Kendrick Standard Approach Policy

District No. 6

F-FG-6471(17) US 191, Johns Hole Rail- Full control through the
 Road, and River Road Grade interchange area to the
 Separation & Bridge canal bridge. The re-
 mainder of the project
 is partial control.

Rising River Land and Livestock Co. v. State of Idaho. The Board disallowed the proposal submitted by Furchner and Stufflebeam, Attorneys for the Rising River Land and Livestock Co., calling for the repurchase from the State of Idaho the 2.03 acres of land purchased by the State from the Rising River Land and Livestock Co. by Deed dated May 7, 1957, for the sum of \$1400.00 or \$700.00 per acre.

Request for Dam on Cassia Creek. The Board considered a request from Cassia Creek Reservoir Company to construct an earth filled dam on Cassia Creek near Malta, known as Ottley Dam. The Board indicated no objections to the proposal provided adequate and sufficient agreements were entered into by the Department and the Reservoir Company prior to actual construction to insure the replacement of approximately 14,000 lineal feet of either County or State Federal Aid Secondary Highway. The section, 20 feet in width with bituminous mat, would have to be constructed and relocated to equal standards, including pavement structure, horizontal and vertical alignment, grade, and right of way presently enjoyed.

Personnel - Promotion and Raise. The Board approved the promotion of C. R. Shade from Assistant to Chief Location Engineer, \$725 to \$850 per month; and an ingrade raise for Public Information Officer Del Klaus from \$643 to \$675 per month.

August 22, 1961

Field Trip Report of St. Joe Road. A field trip report made July 25, 1961, by District V, regarding the St. Joe Road, Avery to St. Maries, was read by the Board. The report was prepared by:

Eric Erhart, Federal Highway Projects Division, Washington D.C.
 B. M. French, Bureau of Public Roads Region Engineer, Portland
 N. H. Woods, Federal Highway Projects Engineer, Portland
 R. F. Clements, Bureau of Public Roads Area Engineer, Boise
 John Adams, Assistant Forest Engineer, Missoula
 W. W. Sacht, Assistant District Engineer, Coeur d'Alene
 J. F. Pearring, District Engineer, Coeur d'Alene

Mr. French indicated that in spite of the pressure from local residents, there are many miles of Forest Highways in Idaho with greater traffic volumes and in greater need of improvement than the St. Joe Road.

As a result, the Bureau is not anxious to go "all out" for the construction of this road.

Mr. Erhart remarked that the St. Joe Road was a much better road than he had anticipated.

Pedestrian Foot Bridge in Kendrick. The Board approved the construction of a pedestrian foot bridge in Kendrick to the school, crossing the river from SH 42.

Request from Commercial Testing Laboratory to Test Materials. The Board denied a request from a commercial testing laboratory for testing materials on County Federal Aid projects. The Board pointed out, however, that on any County project that did not have Federal Aid moneys participating, the counties would be at liberty to choose where the materials should be tested. The State Testing Laboratory, being financed jointly by Federal Aid moneys and State Highway fund moneys, is set up expressly for testing materials on Federal Aid projects. (See 1-17-62)

Twelve-Foot Wide Mobile Home Permits. The Board reiterated its position in denying special permits for the movement of mobile homes in excess of twelve feet in width.

Olds Ferry Bridge. Oregon State Highway Engineer Williams' letter in reply to an Idaho application to the Bureau of Public Roads to place the Weiser Olds Ferry Highway District Road on the County Federal Aid Secondary System was read by the Board. Mr. Williams stated that Oregon could see no benefits commensurate with the cost, which would probably run between \$400,000 and \$500,000. Mr. Williams stated further in his letter:

"We have been under pressure to reconstruct the Idaho Avenue Bridge east of Ontario, which by the way is inadequate, and also to build an additional structure north and east of Ontario to connect with Payette. We are unable to finance either of these projects at this time.

The interstate highway is completed between Olds Ferry and Ontario which takes a major part of the travel between these two points. If the drivers of heavy vehicles wish to avoid the rise and fall on the interstate route, an alternate route is provided on the Oregon side of the Snake River, using the old route of Highway 30, which is in an excellent state of repair.

For these reasons, I cannot see where the expenditure of funds necessary to provide an additional bridge downstream from Weiser would be justified."

White Cross Markings. The Department presented a request of the Bonners Ferry Junior Chamber of Commerce to install white cross markings on the right of way where fatal accidents have occurred on the State Highway system.

State Highway Engineer Bennett advised against the proposal in that such projects in the past have not proved successful, as they did not contribute to traffic safety. "Scare" campaigns are not the right approach because the crosses psychologically put the motorists in the wrong frame of mind, and the families of the victims re-live the accident when passing the white crosses. The report indicated that 11 per cent of fatal accidents occur within 1 mile of the home of the victim and 31 per cent within 5 miles. The Board took no action at this time regarding the request.

Openings in Raised Median in Pocatello. The Board authorized an opening of the raised median 1000 feet south of Swisher Road on the highway connection between the 4th and 5th one-way couplet and the south Pocatello interchange.

Blasting Damage Claim. The Department recited to the Board a claim of Pauline J. Tracey in the amount of approximately \$50.00 for damages to her automobile from blasting by State maintenance forces in District 1.

The Board of Examiners had refused to pay the claim because of the "doctrine of sovereign immunity." Department Legal Counsel advised against the payment of the claim for this reason, and because the Department does not carry insurance to cover such claims.

August 22, 1961

The Board instructed the Department to investigate the cost of procuring liability insurance to cover blasting operations engaged in by the State maintenance forces on a state-wide coverage basis. A further report is to be made to the Board at the next meeting.

Out-of-State Travel. The Board authorized the following out-of-state travel:

State Engineer Bennett to Washington, D. C. for the AASHO Research Evaluation Committee, of which he is a member, August 30, 31, and September 1

Mr. Bennett and four Department employees were authorized to attend the AASHO 1961 Conference at Denver, Colorado, October 9 - 13.

Personnel Hearings. The Board indicated the Department, because of expense and personnel time required, should reconsider the type of personnel hearing offered to severed personnel held recently in Blackfoot.

Compromise Proposal for Burley - SH 27. Urban Engineer Crossley submitted a compromise proposal for consideration of the City of Burley regarding the design of proposed improvement of SH 27 between the Snake River and the Burley Interstate interchange, to which the Board concurred, subject to the decision of the District Court in the matter thereto now beholding.

WEDNESDAY, AUGUST 23, 1961

The Board reconvened at 8 a.m., Wednesday, August 23, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Bids. The Board concurred in the recommendation of the State Highway Engineer on the following highway construction bids:

S-3789(1) - The work consists of grading, constructing drainage structures and fencing on 8.012 miles of the Bogus Basin Road, Highlands - Boise National Forest Boundary, in Ada County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Ada County Commissioners. (Contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on August 25, 1961, in the amount of \$74,967.25.)

I-80N-3(25)206 & I-15W-5(5)118 - The work consists of furnishing and installing traffic control signs and highway and overhead sign illumination on Interstate Highways No. 80N & 15W, SH-27 to Raft River,

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in Minidoka and Cassia Counties - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads and to the contractor's obtaining a State of Idaho Contractor's license. The low bidder was Electrical Products Corporation, Portland, Oregon, in the amount of \$108,658.10.

I-80N-1(33)14 - The work consists of furnishing and installing traffic signs on 10.839 miles of Interstate Highway No. 80N, Jct. US 30-Jct. SH 44, in Canyon and Payette Counties - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Louis W. Brooks, Caldwell, Idaho, the low bidder, on August 30, 1961, in the amount of \$19,565.58.)

S-4745(3) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment, on 3.277 miles of the Gifford - Cottonwood Creek Road, in Nez Perce County, commencing approximately 12 miles north east of Spalding and extending in an easterly direction - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of Nez Perce County. (The contract was awarded to Crick & Sons, Yardley, Washington, the low bidder, on August 25, 1961, in the amount of \$388,304.00.)

Washington County Delegation. Appearing before the Board were Jim Anderson, Chairman, Washington County Commissioners; Harry Nelson and Steve Edwards, Weiser Chamber of Commerce Highway Committee, to discuss the Oregon Highway Department's refusal to participate in the ultimate construction of a Snake River Bridge at Olds Ferry.

The delegation indicated the community would continue to press for the construction of this bridge.

Delegation Regarding Max Kuney Claim - Project S-4771(1), Contract 2160. The Board, in final review of the Max Kuney claim on the above-captioned project, determined to waive liquidated damages of \$75 a day for 333 days, or \$24,975.

After a complete analysis of the matter by the Department Legal Counsel, Max Kuney, and Mr. Kuney's attorney, Charles McDevitt, the Board recognized that the changed conditions justified the action, in accordance with Section 104.05 of the Standard Specifications. (See Central Files for briefs by both Department's and contractor's legal counsel.)

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It was pointed out and concurred in by the Department that the contractor pursued the work diligently, doubling and tripling the crusher shifts, and was still unable to increase productions sufficiently to complete the work on schedule because of the changed conditions of the quarry, apparent to neither the Department nor the contractor until after the work was well under way.

Surety Bond for Parsons Construction Company. Meeting with the Board were Attorney Robert Campbell and P. K. Peterson, of Salt Lake City, local agent for Continental Casualty Company, who furnished the Surety Bond for Parsons Construction Company, low bidder, on project I-15-1(18)70, I-15-2(3)71 & F-1032(20).

Upon the advice of the Department Legal Counsel and after studying briefs (in Central Files) submitted by Mr. Campbell, the Board determined that the bid was a bona fide bid. In spite of the fact that a resident agent from the State of Idaho did not countersign the bidder's bond, the Bonding Company considered the bid a firm proposal. The Board then waived the technicality and requested the Department to award the contract to Jack B. Parson Construction Company, of Smithfield, Utah, in the amount of \$1,370,514.00.

Gem County Chamber of Commerce. Next appearing before the Board was a delegation composed of J. W. Jones, Highway Committee Chairman, Gem County Chamber of Commerce; W. H. Peterson, Committee member; Dave Little, Committee member; and L. K. Saum, Chamber Secretary and Manager.

The group urged the Board to apply early construction moneys on the improvement and relocation of Freeze Out Hill grade on SH 16. The Department pointed out that were the Board to put construction moneys on it immediately the earliest the project could be ready for bid letting would be 1963.

The Committee indicated that the desire of the local people is to use the Freeze Out Hill grade as a race track for sports cars, but only if the new routing does not disturb the present road. Mr. Bennett indicated the Department would keep that in mind in the relocation of the road, but doubted the feasibility of keeping far enough to the north of the road to not disturb it.

Yellowstone-Sun Valley Highway Association. Next appearing before the Board was the Sun Valley Highway Association composed of State Senator Lloyd F. Barron, State Representative Fred Walton, Camas County Commissioners Earl Wilson, James E. Kevan, and Richard W. Bunting, Boise Chamber of Commerce.

The group urged the continuing allocation of construction funds to complete the reconstruction of Highway 68 from Dixie to Hill City. They

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asked that the Department, in reconstructing the road to modern standards, defer the oiled surfacing until after the entire section has been rebuilt. Mr. Rich indicated, "You will get a usable road faster." Lloyd Barron said, "This makes good sense if we can get the road built first."

Twin Falls Delegation Regarding Interstate. Next appearing before the Board was a delegation composed of Emerson Pugmire, of Hagerman; Kenneth Curtis, of Buhl; Frances Bodrero, Twin Falls; John W. Chisholm, Burley; and R. J. Holmes, Twin Falls, urging that the Interstate connection from 15W to Snowville at the Utah line not be completed until late in the Interstate program so the U.S. 30 signing to the south would cause traffic to continue to follow along the south side of the Snake River.

Mr. Bennett indicated that a section of 80N Interstate will be constructed from Cotterell junction to an intersection with Route 15W east of Rupert to provide a better road to the Burley area. He pointed out the Interstate will be temporarily dead-ended at a point between Burley and Paul until the Supreme Court returns its decision on the Magic Valley Interstate location. He said signs will direct motorists with adequate turning movements to turn left for those who desire to go to Burley and to turn right for those who desire to go to Jerome and Boise.

Boise Delegation Regarding US 30, Cole School to Meridian. Next meeting before the Board was a delegation interested in the improvement of Highway 30 east from Cole School to Meridian, headed by Ralph Frazer, of KATN Radio Station, Fairview Avenue, urging that 1962 Construction moneys be applied for the improvement of this section. They were told that tentatively the Board is considering placing this project on the 1962 Construction Program. Firming of the Program will not be made until the September or October Board Meeting.

Mr. H. W. Rediker, Deputy Commander, Veterans of Foreign Wars, Mountain Home, next appeared before the Board regarding the severance of maintenance worker Larry Equisquiza of Hammett, who was discharged in December 1960 because of refusal to move to Mt. Home for the better operation of his maintenance section. Assistant State Highway Engineer (Operations), N. L. McCrea, told the Board that "our policy is to have maintenance men live where their stations and equipment are." Another maintenance man, requested at that same time to move into Mt. Home, has complied with the request.

Rediker pointed out that for five years the man's residence at Hammett was satisfactory until suddenly there was a ruling from his foreman that he had to live in Mt. Home.

McCrea indicated, "We feel that a maintenance man with a section of road assigned to him should not sponge off his work on someone else, especially in the winter," indicating that Equisquiza was unable to get to his station in the winter a number of times for snow removal and sanding of his section. The Board concurred with the Department in offering to re-employ Mr. Equisquiza in maintenance work, should he agree to move where the Department can place him.

Senator Wetherell, of Elmore County, indicated he has known Equisquiza "all his life, and I don't think the District Engineer had cause to fire him."

Senator Wetherell also questioned the legality of stopping motorists for questioning by the Planning and Survey origin and destination teams.

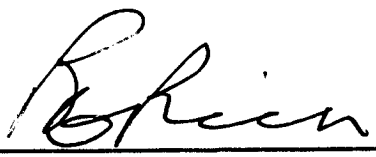
Mr. Bennett said that he thought the Department was complying with the law in conducting such roadside interrogations, but would have the Legal Division look into the matter.

Expense Vouchers. The Board approved the following expense vouchers for July:

R. C. Rich, \$92.56; W. C. Burns, \$108.30; Ernest F. Gaffney, \$43.36.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 18, 19, & 20, 1961.

Read and Approved September 18 1961
Boise, Idaho


R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 18, 19 & 20, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, September 18, 1961, at 3211 West State Street, Boise, Idaho.

Present were:

Roscoe C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1

E. F. Gaffney, Member, Director, District 3
 G. Bryce Bennett, State Highway Engineer
 Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the August 21, 22 & 23, 1961, meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

PW-103(2) & 61-PW-14 - The work consists of regrading the existing driveways, constructing a plantmix bituminous surfacing, curb, curb and gutter and sidewalks on the campus of Idaho State College, in Bannock County - State and School financed. The bid was rejected. The project is to be readvertised for next summer's work.

S-2788(1) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 0.825 mile of the Tupper Grade Road, approximately 1.5 mile east of Hagerman, in Gooding County, Federal Aid Secondary and County financed. The contract was awarded to C. B. Eaton & Sons, Inc., Wendell, Idaho, the low bidder, on September 11, 1961, in the amount of \$51,361.00.

STOCKPILE NO. 5379 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles at the State Maintenance Yard near Ponderay, Idaho, in Bonner County - State financed. Contract was awarded to Henry J. Holien, Sandpoint, Idaho, the low bidder, on September 11, 1961, in the amount of \$40,950.00.

I-90-1(33)34 - The work consists of furnishing and installing traffic signs on 3.901 miles of Interstate Highway No. 90, 4th July Canyon - Dudley I.C., in Kootenai County - Federal Aid Interstate and State financed. Contract was awarded to Louis W. Brooks, Caldwell, Idaho, the low bidder, on September 14, 1961, in the amount of \$20,515.73.

S-4782(4) - The work consists of constructing the roadway, drainage structures and placing the aggregate base on 4.245 miles of the Grangemont Road Extension, in Clearwater County, commencing approximately 11 miles northeast of Orofino - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the receipt of money from the County. (The contract was awarded to Crick & Sons, Yardley, Washington, the low bidder, on October 2, 1961, in the amount of \$398,929.40.)

Utility Facility Relocation Determinations. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

September 18, 1961

S-5722(1), Worley-Heyburn Park Road, Kootenai County - Kootenai Rural Electrification Association, and General Telephone Company of the Northwest.

F-4113(12), F-3112(17), Pinehurst-Pollock, Adams & Idaho Counties - Idaho Power Company

F-4769(7), State Highway 42, Juliaetta-Kendrick, Latah County - Pacific Northwest Bell Telephone Company.

S-4782(4), Grangemont Road Extension, Clearwater County - General Telephone Company of the Northwest

S-4745(3), Gifford-Cottonwood Creek, Nez Perce County - Clearwater Power Company, Gifford Farmers Mutual Telephone Company.

Reimbursement for Grazing Land. Leon Weeks, Executive Secretary, Idaho Cattlemen's Association, Boise, appeared before the Board inquiring as to the Department's policy in reimbursing Bureau of Land Management grazing permittees compensation for grazing land taken for Interstate Highway right of way. Mr. Bennett indicated that the Department's policy has not been to reimburse the grazing permittees, because they have no vested rights to the land.

In inquiring as to Nevada's policy in this regard, it was found they also take the same position as the Idaho Department of Highways.

A legal opinion will be sought from the Bureau of Public Roads regarding the matter, after which a further investigation and review will be made. The whole matter appears to hinge on the word "defense" as applied to the national system of Interstate and Defense Highways.

Construction and Planning Programs. The Board approved the 1962 Construction Program and a Planning Program for 1963.

Horseshoe Bend Village Speed Limits. The Board took no action regarding the upper division of speed limits in certain sections of Horseshoe Bend. The Planning and Traffic Engineer recommended no change because there is a need for a 35 MPH speed at both ends and in the middle of the village, and the two sections between are of too short a distance to justify acceleration and deceleration between the 35 MPH sections.

Request for Federal Lands Funds - 1962. The Board approved that a request be made for 1962 Federal Lands Funds in the amount of \$300,000 to be applied on oiled surface improvement of SH 51.

September 18, 1961

Projects Advanced to 1961 Construction Program. Being advised by the Department that the Cole School-Meridian (US 30) and Hamer-Dubois Interstate projects are ready for bid letting and construction moneys are available from the current year's allocation, the Board approved advancing them into this year's construction program.

TUESDAY, SEPTEMBER 19, 1961

The Board reconvened at 8 a.m., Tuesday, September 19, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Bids. The Board concurred in the recommendation of the State Highway Engineer on the following bid:

S-4769(8) - The work consists of constructing a 141' pedestrian walk on the Big Bear Creek Bridge at Kendrick on S.H. 42, in Latah County - Federal Aid Secondary and State financed. The bid was rejected as it was too high over the Engineer's estimate. The Board determined to readvertise for bidding next summer when high water and winter construction costs would not prevail.

Over-age Employee Extensions. The Board approved the following over-age employee extensions:

District #3

Extended to December 31, 1961:

Norman C. Tallmadge, 66, Project Chief

Extended to December 31, 1962:

George A. Foulke, 65, District Design Chief
Lewis Roberts, 67, Resident Engineer

District #4

Extended to June 30, 1962:

Vern Gardner, 65, Maintenance Foreman

Extended to December 31, 1962:

O. E. Brown, 66, Watchman
Henry Juran (Hrly.), 73, Watchman

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District #9

Extended to December 31, 1962:

James Reid, 66, Administrative Officer
 C. W. Short, 65, Secondary Roads Engineer
 Tom Pethick, 66, Equipment Supervisor
 A. F. Rath, 68, Construction Engineer
 Walmar Dehlin, 65, Chief Photographer

Uniform Manual of Traffic Control Devices for Streets and Highways was approved by the Board as reflected in new revised manual dated September 19, 1961:

WHEREAS, Section 49-601 does authorize and direct the Idaho Department of Highways to adopt a "Manual and Specifications for a Uniform System of Traffic Control Devices" for use upon highways within the State, and,

WHEREAS, such uniform system is required to correlate with and so far as possible conform to the system then current as approved by the American Association of State Highway Officials, and,

WHEREAS, the Uniform Manual of Traffic Control Devices for Streets and Highways, dated August 1948 and revised September 1954, approved by Minute Entry of the Board of Highway Directors, dated May 19, 1955, has recently been revised and supplemented by a new publication dated June 1961.

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors, dated May 19, 1955, pertaining to the Uniform Manual of Traffic Control Devices for Streets and Highways is herewith rescinded,

IT IS FURTHER ORDERED, that the Manual of Uniform Traffic Control Devices for Streets and Highways compiled and published by the National Joint Committee on Uniform Traffic Control Devices consisting of the American Association of State Highway Officials, the Institute of Traffic Engineers, the National Committee on Uniform Traffic Laws and Ordinances, the National Association of County Officials, the American Municipal Association, dated June 1961 be and the same is hereby adopted as the "Manual and Specifications for a Uniform System of Traffic Control Devices" for the Idaho Department of Highways.

Naples (US 95) Federal Aid Hearing Determination. The Board, after reading the transcript of the public hearing held September 13, 1961, at Naples, Idaho, under Federal aid statutes, regarding the relocation of

September 19, 1961

US 95 in the vicinity of Naples, determined in the affirmative regarding the relocation as proposed in the hearing.

Boise Interstate. The Board observed that housing developments so far had cooperated voluntarily in reserving space for a proposed by-pass site, and that the subject had been discussed by Boise citizens sufficiently to bring the matter to hearing.

The Board directed the Secretary to write a letter to the various public agencies in Boise and Ada County inquiring whether the date of November 13 would be satisfactory to them in bringing the Interstate by-pass and penetrating spur location to public hearing. The spur is to terminate at the junction of US 20-26-30. The matter of a hearing date is to be again considered along with the responses to the Secretary's inquiry letters at the Board's October meeting, when a definite date will be determined.

Twin Falls Highway District - US 30 (Owsley Bridge). A letter from the Twin Falls Highway District was read by the Board, which indicated the Highway District would accept the abandoned section of US 30 in the vicinity of the Owsley Bridge, but would not accept any portion of the Owsley Bridge. The Twin Falls Highway District was notified of the removal of this section of road from the State Highway System on July 18, 1961.

The Board took no action in altering its position in the abandonment of that road section and the Owsley Bridge.

Orders of Condemnation. The Board approved the following Orders of Condemnation:

I-15-1(5)17, Parcel No. 5½, Thomas Jones
 I-15-2(9)88, Parcel Nos. 18 & 18-E-1, Hans Jensen
 I-80N-2(3)61, Parcel Nos. 7 & 7-E-1, Estate of Bartemus Palmer,
 Deceased
 " Parcel Nos. 10 & 10-E-1, Ernest R. Moreland
 " Parcel Nos. 14, 14-E-1, & 14-E-2, Tom Karagianes
 S-1721(6), Parcel No. 25, B. A. Burge

Special Warranty Deed. The Board approved a Special Warranty Deed in connection with Project S-4769(7), Parcel No. 5½A, Jasper Nutting.

Approval of Right of Way Settlement in Excess of \$20,000 was given by the Board for Project I-90-1(11)48, Parcel No. 15, First Baptist Church, in the amount of \$22,500.00.

Disposition of Property as Surplus. I-80N-1(6)14, Parcel No. 21½-
The Board decided not to declare this as surplus property at the present time.

Authority to Purchase Right of Way (Control of Access). The Board approved the following purchase of right of way as pertaining to control of access:

District No. 1

S-1739(6)	Dayton-Bear River	Standard Approach Policy
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District No. 3

F-3112(11)	Manns Creek Store-Midvale	Partial Control (limited to present use & connecting public thoroughfare.)
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Exchange of Access. F-5116(14), Westmond-Sandpoint Bridge Approach, Parcel No. 4. The Board considered a request by Albert Fox, new owner, for two 30-foot commercial approaches in lieu of one 20-foot farm and residential approach on the southeasterly side as agreed upon between the State and original owner. The request was granted, provided that, if the State constructs the approach at Station 27+50, the owner will pay for the additional 20 feet of 12-inch pipe and construct the other 30-foot approach at his own expense.

Delegation from City of Burley, regarding State Highway 27 improvement in North Burley next appeared before the Board. The delegation consisted of Mayor J. L. Salmon, City Clerk Ben Dansie, City Attorney Herman Bedke, City Engineer R. J. Huckabee, and Councilman Garis Robertson.

The group requested that the compromised design be again altered to include a street connection from the east to the Interstate interchange ramp to serve the area that is being considered for a motel, and that the Department do away with the four-foot fence included in the design of the raised separation of the roadway from the east frontage road. The fence was objected to because of the anticipated adverse psychological reaction that motorists might have towards the businesses on the frontage road.

Upon the recommendation of the State Highway Engineer, the Board indicated they would exclude the fence from the design, but could not, in the interest of safe operation of traffic in the ramp, permit a street connection to the ramp, as there would not be room for a left turning bay coming down the ramp from the Interstate. The motorists

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from the area would have only a couple hundred feet additional distance to go on the abandoned section of State Highway 27 to get on or off the proposed facility.

The Minidoka Highway District by letter urged the Board to seal coat 2 miles of old US 30N abandoned to the Highway District as it is in a bad state of repair to be accepted by the Highway District. The District also requested the State to turn over to them an old abandoned road west of the Montgomery Bridge that has been used by the State for road patching material. The State Maintenance Engineer approved the transfer of the road mixing materials site to the Highway District after the present materials have been removed by the State and agreed with the Highway District that the 2-mile section of old US 30N is in a bad state of repair.

The Board indicated it would look at the 2-mile section in question while on tour in South Idaho in October, it being too late in this season for a seal coating project.

WEDNESDAY, SEPTEMBER 20, 1961

The Board reconvened at 8 a.m., September 20, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Snow Plowing Policy. (Stanley Basin and Island Park) Mr. McCrea pointed out to the Board that the Department is presently deviating from its approved policy of plowing snow only on Highway Department right of way by plowing the roadway to the post offices of Stanley Basin and Island Park and a sufficient area for public parking area at these locations. The Board concurred in this policy deviation.

Morrison-Knudsen Claim. The Morrison-Knudsen Company claim on Project F-FG-3112(8), Weiser Underpass, was discussed by the Board but deferred until the next Board meeting for action, when Legal Counsel Padgett will submit a written opinion. The Board requested that Legal Counsel send his opinion also to Morrison-Knudsen's legal counsel.

City of Shelly - Drainage Problem. Mayor Arnfred Christensen, Councilman Ivan Mathews, and John W. Schwantes appeared requesting the Department to participate in correcting a drainage problem of the City to the extent that it effects the State Highway US 191. The Department indicated, and the Board agreed, that the Department would participate in the storm sewer program the city is contemplating, whereby the City would do the engineering of the project and the State would participate financially to the extent of the amount of the area drained by the State highway right of way in relation to the total area of the proposed city storm sewer program.

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City of Meridian. Next appearing before the Board was a group from Meridian composed of Chamber of Commerce members W. D. Lovan, Bud Jerread, Grant L. Ambrose, W. G. McCurry; and Don M. Storey, John M. Creason, Herald J. Cox, and Kermit Scarbrough.

The delegation requested a major reconstruction improvement of US 30 through Meridian for a distance of one mile. The delegation pointed out the need of having this section completed simultaneously with or before the Meridian-Nampa section of the Interstate is completed. The Board agreed with the delegation on the need of the improvement. It was pointed out to the delegation that every effort is being made to give the cities on or near the Interstate adequate connections as the various Interstate sections are completed, but there is the problem of time and money in the way of adequate primary funds, that would preclude firm commitments at this time. The Board indicated, however, that they would certainly give the request every consideration possible.

Caldwell Interstate Location. The City of Caldwell next appeared before the Board represented by Mayor Ed Simmerman; Councilman Emery Vassar; and City Engineer Melvin G. Lewis. C. R. Salmen and Howard Tilzey, Bureau of Public Roads, were also present. The group requested that the State assure the City that eight items be completed prior to or at the same time as the Interstate, as specified in the following presentation:

ITEM #1. That the hearing on the northwest by-pass be held in conjunction with the hearing on the Hannibal Street location for the Interstate routing.

ITEM #2. That the northwest by-pass be placed on the State Primary System and completed prior to or simultaneously with the frontage road from 20-26-30 junction to Boise Avenue.

ITEM #3. That an on-ramp at the west end of the north side service road be a part of the plans in lieu of using Boise Avenue, Plymouth Street, and old #30 river bridge for west bound access to the Interstate.

ITEM #4. That service roads on both sides of the Interstate from Boise Avenue to 10th Street be provided.

ITEM #5. That present highway #30 between Highway #44 and Hilltop become and be maintained as a service road. Its connection with #44 east remain substantially as is and the south end be connected with the Hilltop Interchange.

ITEM #6. In planning the alteration of the 10th Street interchange the City of Caldwell respectfully requests that

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its officials be consulted and approve the re-designing of this facility particularly in the following areas:

- A. We highly recommend and request that the sidewalks be moved from the traffic side of the underpass and that they be placed on the opposite side of the supports.
- B. That serious consideration be given to a diamond type off-ramp east of 10th Street on the north side and the circular off-ramp be eliminated.

ITEM #7. The officials of the City of Caldwell feel that it is important to traffic movements to the south part of the city to have a connection between the south frontage road and the 5th Avenue to the South, with traffic lanes provided on each side of the proposed 5th Avenue grade separation structure.

ITEM #8. Since the proposed Interstate highway will divide the city, future utility crossings between the north and south may be needed. Every effort will be made to anticipate these crossings and to construct as many of them as financing will permit prior to the completion of the Interstate highway, the City of Caldwell requests an early review of the present policy regarding future utility crossings. Some of the provisions of the present policy could cause extremely high construction costs for some types of crossings.

The Board indicated they could not commit this or any future Board as to the exact completion date of any project nor could they promise a primary connecting project to be completed simultaneously with an Interstate project, as all construction monies are allocated on a year-to-year basis and on the state-wide consideration of need and available monies.

The fulfillment of the requests involving design of the Interstate through Caldwell could not be promised, but every attempt would be made to do whatever possible under Interstate design policy to meet the requests. However, no firm commitments could be made at this time.

The last item, it was pointed out, is always taken care of in Interstate or Primary highway construction and the city need not fear the State's ability to properly handle this request.

The Board then urged the Department to proceed with a brochure and bring the public hearing the matter of an Interstate location on Hannibal Street in Caldwell, to be held during the week of November 7, 1961.

Raft River Highway District. Next appearing before the Board were President John Pierce and Harold A. Jones, Raft River Highway District; and Roger C. Neddo, Malta Chamber of Commerce. C. R. Salmen and Howard Tilzey, Bureau of Public Roads, were also present.

The group formally requested that State Highway 77 be extended easterly from Malta to an Interstate interchange on Route 80N in the vicinity of Sublett. Numerous questions regarding the location of interchanges, stock passes, and county road crossings were raised by the delegation. Because the project is still in the very early stages and the design has not been sufficiently developed to determine the exact location of interchanges or structures, the delegation was urged to contact District Engineer Glasby in Shoshone or the Highway Board at a later date, after the Department has progressed further in the design features of the Cotterell-Utah line project.

Chairman Rich asked the Board Secretary to notify the Highway District when the preliminary design of the Interstate had progressed further so they could again sit in with the Department's engineering people regarding the location of interchanges, structures, etc., as relating to the Highway District's and local land use needs.

Highway 51 Association. Next appearing before the Board was the Highway 51 Association composed of Arsen Alzola, President; M. A. Riddle, Vice President; Mrs. Edna Agenbroad, Secretary; Carl Agenbroad, Owyhee County Commissioner; Roger McGinnis, Secretary Manager, and Kay Johnson, Assistant Secretary Manager, Boise Chamber of Commerce.

The delegation urged the Board to allocate construction funds for the improvement of State Highway 51 following the present project contemplated letting between now and the end of the year.

The Board indicated that State Secondary construction moneys were not available for 1962, but that a request would be made for \$300,000 in Federal Lands Funds for 1962 to be applied on a portion of the remaining 35-mile unimproved section of State Highway 51.

The Board indicated it would be helpful if the delegation would cause the Nevada Congressional Delegation and State Highway Commission to coordinate their efforts toward Washington in getting the public lands funds allocated to this improvement.

Mr. Bennett indicated, and the Board agreed, that the Department is exploring the possibility of bituminous treating the present road surface material on a 10-mile section northeast of Grasmere if the laboratory reports show the surface materials now on the road to be receptive to such a treatment. This would leave approximately 25 miles of unimproved gravel surfacing for future programing.

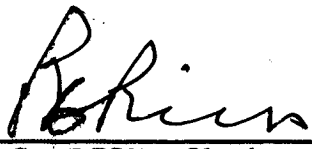
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Expense Vouchers. The Board approved the following expense vouchers for August:

R. C. Rich, \$75.16; W. C. Burns, \$102.75; Ernest Gaffney, \$83.84.

WHEREUPON, the Board adjourned until its next meeting to be held October 16 and 18, 1961.

Read and Approved October 18, 1961
Boise, Idaho


R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

October 16, 17 & 18, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, October 18, 1961, at 3211 West State Street, Boise, Idaho.

Present were:

R. C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director District 1
E. F. Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the September 18, 19 & 20, 1961, meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE NO. 3401 - The work consists of furnishing aggregate surfacing in stockpile adjacent to U.S. 95, near New Meadows, in Adams County - State financed. Contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, September 27, 1961, in the amount of \$9,650.00.

S-5722(1) - The work consists of constructing the roadbed, drainage structures and a bituminous surface treatment on 2.270 miles of the Worley-Heyburn Road, in Kootenai County - Federal Aid Secondary and County financed. Contract was awarded to S & S Sand and Gravel Company, Ephrata, Washington, October 5, 1961, in the amount of \$84,110.25.

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I-15-3(4)117 - The work consists of constructing 2 concrete overpass structures and 4 concrete underpass structures on Interstate Highway No. 15, Idaho Falls - Bassett, in Bonneville County - Federal Aid Interstate and State financed. All bids rejected. Project to be readvertised for October 31, 1961, bid opening.

ST-5041(529) - The work consists of widening and constructing a plantmix bituminous surfacing on the intersection of Best Avenue and Government Way in Coeur d'Alene, in Kootenai County - State financed. Contract was awarded to Inland Asphalt Company, Spokane, Washington, the low and only bidder, on October 17, 1961, in the amount of \$31,512.35.

STOCKPILE NO. 5406 - The work consists of furnishing aggregate surfacing material in stockpile adjacent to M.P. 523.1 in the vicinity of Moravia, in Boundary County - State financed. Contract was awarded to Grant Company, Hayden Lake, Idaho, the low bidder, on October 12, 1961, in the amount of \$19,070.00.

F-6471(23) - The work consists of constructing the extensions of 3 concrete culverts and 1-26' concrete bridge on U.S. Highway 191, Ucon North & South, in Bonneville and Jefferson Counties - Federal Aid Primary and State financed. Contract was awarded to Phillips Construction Company, Idaho Falls, Idaho, the low bidder, on October 16, 1961, in the amount of \$24,022.50.

Orders of Condemnation. The Board concurred in the following orders of condemnation:

I-15-2(9)88, Parcel Nos. 5 & 5-E-1, Roy Johnson

I-15-2(9)88, Parcel Nos. 31 & 31-E-1, Ivan E. Gardner

F-1032(20), (U.S. 91-191), Parcel Nos. 29 & 29-E-1, 30 & 30-E-1,

Lowell J. Thompson

F-1032(20), (U.S. 91-191), Parcel Nos. 31 & 31-E-1, Charles V.

Coffey

S-1721(6), (S.H. 39), Parcel Nos. 18 & 18-E-1, Steven Boyd Jackson,

The Board requested that the condemnation on these parcels be held up and resubmitted for Board consideration.

Approval of Right of Way Settlement in Excess of \$20,000 was given by the Board for the following:

I-15-1(18)70, Parcel No. 11, John E. Motheral, in the amount of \$24,000.

I-90-1(11)48, Parcel Nos. 22 & 39, Marcella E. Webster, in the amount of \$43,800.

October 16, 1961

Approval of Deed. The Board approved a Special Quitclaim Deed on Project S-1721(6), (S.H. 39), Parcel No. 25A, B. A. Burge.

Proposed Exchange of Property. Submitted to the Board was a proposal for the exchange of the present state owned maintenance shed site at Rupert for a proposed maintenance shed and stockpile site comprising five (5) acres in the vicinity of Rupert, Idaho. (The Board looked at the present shed site in Rupert and the proposed site southeast of town while on tour October 19, and indicated the desire to review the appraisals.)

Utility Facility Relocation Determinations. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-4809(3), State Highway 43, Neva Hill, Clearwater County - Washington Water Power Company

F-4113(12) - F-3112(17), US Highway 95, Pinehurst-Pollock, Adams & Idaho Counties - Gem Telephone Company

S-3806(8)"A", State Highway 51, Little Valley-South, Owyhee County-Mt. States Tel. & Tel. Company

S-6715(5), State Highway 49, Jct. SH 48-South, 5.5 mi. on Lewisville Rd., Jefferson County - Utah Power & Light Company, and Mt. States Tel. & Tel. Company

S-4769(7), State Highway 42, Juliaetta-Kendrick, Latah County - Washington Water Power Company

FHP 4-A, State Highway 1, Copeland Junction-Porthill, Boundary County - Northern Lights, Inc., and General Telephone Company of the Northwest.

Construction in Areas of High Unemployment. Governor Smylie urged the Board to request the Department to be constantly aware of the changing economic picture throughout the State and recommended the advancing of programed projects to early construction in areas of high unemployment.

Boise Interstate Hearing Brochure. The Board discussed the Boise Interstate hearing brochure and authorized that a public hearing be set up for November 13, as provided by statute.

Caldwell Interstate Hearing Brochure. The Board read and approved the Caldwell Interstate hearing brochure and authorized a public hearing for November 7, as provided by statute.

Bayview Road Addition to State Highway System. The Board approved the acceptance of a four-mile section of the Bayview Road from the present eastern termini of State Highway 54 to Bayview.

Athol - Spirit Lake Section. The Board determined to not remove from the System at this time the Athol - Spirit Lake section of State Highway 54, and will review the question of removal next summer when seal coating is done on that section. The Board requested that the matter be presented to them at that time.

TUESDAY, OCTOBER 17, 1961

Forest Highway Public Hearing. The public hearing for the programming of 1962 Forest Highway Construction moneys convened at Boise in the Highway Department Auditorium at 9 a.m., October 17.

Hearing the delegations were:

R. C. Rich, Chairman, Board of Highway Directors
W. C. Burns, Vice-chairman, Board of Highway Directors
Ernest Gaffney, Member, Board of Highway Directors
G. Bryce Bennett, State Highway Engineer
Ellis Mathes, Asst. State Highway Engineer (Engineering)
Wayne Summers, Secretary of the Board

C. R. Salmen, Division Engineer, Bureau of Public Roads, Boise
Norman Woods, Federal Projects Regional Engineer, Bureau of Public Roads, Portland, Oregon

Jim Usher, Asst. Regional Engineer (Engineering), Region I,
U.S. Forest Service, Ogden, Utah
George Kreizenbeck, Asst. Supervisor, Boise National Forest,
U.S. Forest Service, Boise
Arvil Anderson, Regional Engineer, U.S. Forest Service,
Missoula Montana
Hal Williams, Asst. Regional Engineer, U.S. Forest Service,
Missoula, Montana

SEE FOREST HIGHWAY FILES FOR TESTIMONY OF HEARING.

Executive Session. The Tri-Agency convened at 1:30 p.m. in an Executive Session for the purpose of allocating 1962 Forest Highway Funds.

The following program was firmed:

IDAHO FOREST HIGHWAY PROGRAM
Federal Fiscal Year 1963

Unprogramed balance available from previous fiscal years	0
Fiscal year 1963 allotment for programming	\$3,212,763
Less FY-1963 funds programed by administrative action	<u>-106,947</u>
FY-1963 Funds available for programming	\$3,105,816

October 17, 1961

Project No.	Route Name Location	Type Work	(Miles) Length	Forest Highway Funds
<u>WITHDRAW FOLLOWING PROJECTS:</u>				
2-1(1)	Kootenai Hwy.	Grading & Overcrossing	5.0	\$ 600,000
5-1(1)	Moyie Springs Section Clark Fork Hwy.	Grading	4.5	500,000
Adjusted total funds available for programing				\$4,205,816

REVISED AND NEW PROJECTS:

2-1(1)	Kootenai Hwy. Kootenai River Crossing	Bridge	0.3	1,300,000
5-1(1)	Clark Fork Hwy. Rainbow Resort - Easterly	Grading	4.8	900,000
18-2(1)	Elk City Hwy.	Grading-Base	3.5	325,000
18-3(1)	East end project E2, F3 to Fall Creek	BST		
22-1(3)	Cascade-Warm Lake Hwy. Johnson Cr.-westerly	Grading-Sel. Borrow	5.0	325,000
25-5(2)	Idaho City-Stanley 3 bridges on project 25-5(1)	Bridges	0.1	150,000
25-6(1)	Idaho City-Stanley Hwy. Banner Creek Jct.- easterly	Grading & Structures	6.0	500,000
47-1(2)	Mt. Home-Hill City Hwy. west end project 47-1(1) westerly	Grading-Base- BST	5.0	425,000
630-0(000)	Lump Fund Surveys Routes 2,4,5,9,12,16,21,22,23,24,25, 26,30,31,34,35,40,47,49,50,51			100,000
Total FY-1963 Program				\$4,025,000
Unprogramed Balance				\$ 180,816

October 17, 1961

WEDNESDAY, OCTOBER 18, 1961

The Board reconvened at 8 a.m., October 18, at 3211 West State Street, with all Board members, the State Highway Engineer, and the Board Secretary present.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE NO. 3397 - The work consists of furnishing cover coat material in stockpile adjacent to M.P. 71 (U.S. 95), located approximately 43 miles southwest of Marsing, in Owyhee County - State financed. Contract was awarded to Bryan C. Rambo Crushing Co., Nampa, Idaho, the low bidder, on October 18, 1961, in the amount of \$8,750.00.

STOCKPILE NO. 5407 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles east of M.P. 502.7 (U.S. 95) in the vicinity of Colburn, in Bonner County - State financed. The contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, on October 18, 1961, in the amount of \$23,875.00.

Rural Speed Control Zones in District 4 (SH 7)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 7	253.95	268.60	No. of Jct. with US 95	50
2.	SH 7	268.60	270.10	To Jct. with SH 62	60-55
3.	SH 7	270.10	275.30	No. of Jct. with SH 62	35
4.	SH 7	275.30	277.90	No. of Jct. with SH 62	50
5.	SH 7	277.90	278.05	To Nezperce	35

October 18, 1961

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
6.	SH 7	278.05	278.45	NezPerce Urban Ext.	--
7.	SH 7	278.45	280.30	(Entered as SH 7 - 12)	--
8.	SH 7	280.30	295.40	No. of Jct. with SH 12	50
9.	SH 7	295.40	303.60	To Jct. with SH 9	25
10.	SH 7	303.60	303.90	(Entered as SH 9)	--
11.	SH 7	303.90	304.00	Jct. with SH 9 to Orofino	25
12.	SH 7	304.00	305.00	Orofino Urban Ext.	--
13.	SH 7	305.00	307.80	Orofino to Ahsahka	50
14.	SH 7	307.80	308.10	Through Ahsahka	25
15.	SH 7	308.10	316.00	North of Ahsahka	35
16.	SH 7	316.00	318.40	To Cavendish	50
17.	SH 7	318.40	318.70	Through Cavendish	35
18.	SH 7	318.70	323.35	Cavendish to Southwick	50
19.	SH 7	323.35	323.95	Through Southwick	35
20.	SH 7	323.95	326.15	North of Southwick	50
21.	SH 7	326.15	333.20	To Jct. with SH 42	35
22.	SH 7	333.20	337.40	No. of Jct. with SH 42	35
23.	SH 7	337.40	349.35	To Deary	60-55
24.	SH 7	349.35	349.70	Deary Urban Ext.	--
25.	SH 7	349.70	350.50	(Entered as SH 7-8)	--
26.	SH 7	350.50	357.70	No. of Jct. with SH 8	50
27.	SH 7	357.70	363.40	N. of Jct. with SH 8	35
28.	SH 7	363.40	364.05	To Jct. with US 95A	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 31, 1959, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

October 18, 1961

NOW THEREFORE, it is hereby ordered that Item No. 1 pertaining to State Highway 14 of the Minute Entry of the Board of Highway Directors dated October 31, 1959, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 14	89.40	101.60	E. of Jct. with SH 13	40
2.	SH 14	101.60	106.25	E. of Jct. with SH 13	40
3.	SH 14	106.25	118.60	E. of Jct. with SH 13	50
4.	SH 14	118.60	120.70	To Golden	35
5.	SH 14	120.70	120.95	Through Golden	25
6.	SH 14	120.95	136.50	East of Golden	35
7.	SH 14	136.50	138.70	East of Golden	50
8.	SH 14	138.70	139.00	To Elk City	35
9.	SH 14	139.00	139.30	Through Elk City	25

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Rural Speed Control Zones in District 1 (US 30N)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

October 18, 1961

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 30N Bus.	296.80	297.30	N. Main St. Ext. in Pocatello	50
2.	US 30N Bus.	297.30	297.50	Main St. in Pocatello	50
3.	US 30N Bus.	297.30	297.60	Arthur St. in Pocatello	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Speed Limits in Pocatello.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Pocatello; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated January 16, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Pocatello, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Pocatello; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 30N	None	W. City Limits (M.P. 296.15) to Hawthorne Rd. (M.P. 296.50)	50
2.	US 30N Bus.	No. Main St. Extension	M.P. 296.50 to M.P. 296.80	50

October 18, 1961

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
3.	US 30N Bus.	Main Street	M.P. 297.50 to Gibson St.	35
4.	US 30N Bus.	Main Street	Gibson St. to Halliday Street	25
5.	US 30N Bus.	Arthur Avenue	M.P. 297.6 to Gibson St.	35
6.	US 30N Bus.	Arthur Avenue	Gibson St. to Halliday Street	25
7.	US 30N Bus.	Center Street	5th Ave. to Arthur Ave.	25
8.	US 30N Bus.	Halliday Street	5th Ave. to Arthur Ave.	25
9.	US 30N	None	Hawthorne Rd. to Pole Line Rd.	50
10.	US 30N	None	Pole Line Rd. to Gould Street	35
11.	US 30N	Gould Street	Oak St. to Arthur Ave.	25
12.	US 30N	Oak Street	Gould St. to Pocatello Ave.	25
13.	US 30N, 91, & 191	Pocatello Avenue	Oak St. to 5th Ave.	35
14.	US 30N, 91, & 191	5th Avenue	Pocatello Avenue to Sutter Street	25
15.	US 30N, 91, & 191	5th Avenue	Sutter St. to Swisher Rd.	35
16.	US 30N, 91, & 191	5th Avenue	Swisher Rd. to South City Limits (M.P. 73.05)	50
17.	US 91, 191	Yellowstone Ave.	N. City Limits of Alameda (M.P. 78.60) to Quinn Rd.	35
18.	US 91, 191	Quinn Road	Yellowstone Ave. to Chubbuck S. City Limits (M.P. 79.50)	35

October 18, 1961

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated January 16, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Pocatello, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Pocatello shall henceforth be effective at all times during hours of daylight or darkness.

Removals from the State Highway System.

WHEREAS, construction of a 4.150 miles of State Highway No. US 95 on new location beginning at a point in Sec. 29, T. 23 N., R. 1 E., approximately 0.5 mile south of Pollock and ending at a point in Sec. 5, T. 23 N., R. 1 E., 0.938 miles south of the Rapid River Bridge, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

NOW THEREFORE BE IT RESOLVED that this portion of the old road, 3.882 miles in length is hereby removed from the State Highway System, effective this date.

WHEREAS, construction of 4.110 miles of State Highway No. I-80N, under project I-80N-1(30)14, on new location beginning at a point in Sec. 13, T. 6 N., R. 4 W., 13.513 miles southeast of the Oregon State Line, and ending at a point in Sec. 6, T. 5 N., R. 3 W., 0.342 miles southeast of the Payette-Canyon County Line, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 4.669 miles in length, is hereby removed from the State Highway System effective this date.

WHEREAS, construction of 0.290 miles of State Highway No. US 20 on new location beginning at a point in Sec. 33, T. 5 N., R. 4 W., 6.642 miles east of Parma East Corporate Limits, and ending at the section line common to Sec. 33 and 34, T. 5 N., R. 4 W., 0.345 miles west of Notus West Corporate Limits, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.325 miles in length, is hereby removed from the State Highway System, effective this date.

October 18, 1961

WHEREAS, construction of 0.080 miles of State Highway No. US 95 on new location beginning at a point in Sec. 9 T., 5 N., R. 5 W., at the intersection of Main Street in Parma and ending at a point in Sec. 9., T. 5 N., R. 5 W., at the intersection of Grove Street and Hunt Street in Parma, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.133 miles in length, is hereby removed from the State Highway System, effective this date.

WHEREAS, construction of 0.250 miles of State Highway No. 68 on new location beginning at a point in Sec. 29, T. 1 S., R. 12 E., at the intersection of Fifth Avenue in Hill City and ending at a point in Sec. 29, T. 1 S., R. 12 E., at the intersection of First Avenue and Lisle Street in Hill City, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.270 miles in length, is hereby removed from the State Highway System effective this date.

Payette Overpass Determination. The Board, after due consideration, in reviewing the plans of the Payette Overpass, determined to not change the design of the channelization in the present plans by the Marsters Motors, Bestway Building Center, and Stanton Transfer and Storage Company block, because the best interests of the highway user would not be served in meeting this request for elimination of the channelization.

Out-of-State Travel. The Board approved the out-of-state travel request for Chief Fiscal Officer Marion Whaley to San Francisco, December 4 - 8, to attend the Financial Management Conference of Bureau of Public Roads and State Highway Accounting Personnel.

Distance Sign Policy for Idaho Highways. The Board approved the following distance signing procedure for Idaho Highways:

"The mileage sign shall carry no more than two lines of legend together with the corresponding mileage information. The legend should include either the next community or the next intersected highway name or route number on the top line, and the next point of general interest on the bottom line even though the place so selected might be in another State. Clear identification of each interchange is desirable, and a name may be used for the first

line of this sign even when there is no community present. Under normal conditions, mileages to the same destination should not be shown more frequently than at five mile intervals on mileage signs."

The above is taken from the AASHO Interstate Sign Manual. The following is intended to clarify and interpret this policy for use in Idaho.

The top line of legend shall normally contain the name of, and distance to, the next prominent community of appreciable size which is located on or in the immediate vicinity of the Interstate route. (Immediate vicinity shall be interpreted as meaning within one mile.)

The second line shall contain the major destination, with the appropriate mileage. A major destination is that city having most significance to the long distance traveler. The following cities will be considered major destinations for the Idaho Interstate System: Portland, Boise, Twin Falls, Pocatello, Ogden, Salt Lake City, Idaho Falls, Butte, Spokane, Coeur d'Alene, and Missoula. The attached sketch shows the sequence of major destination signing to be used. The mileage shown will be the distance from the sign to the nearest city limit via the routing signed for from the Interstate.

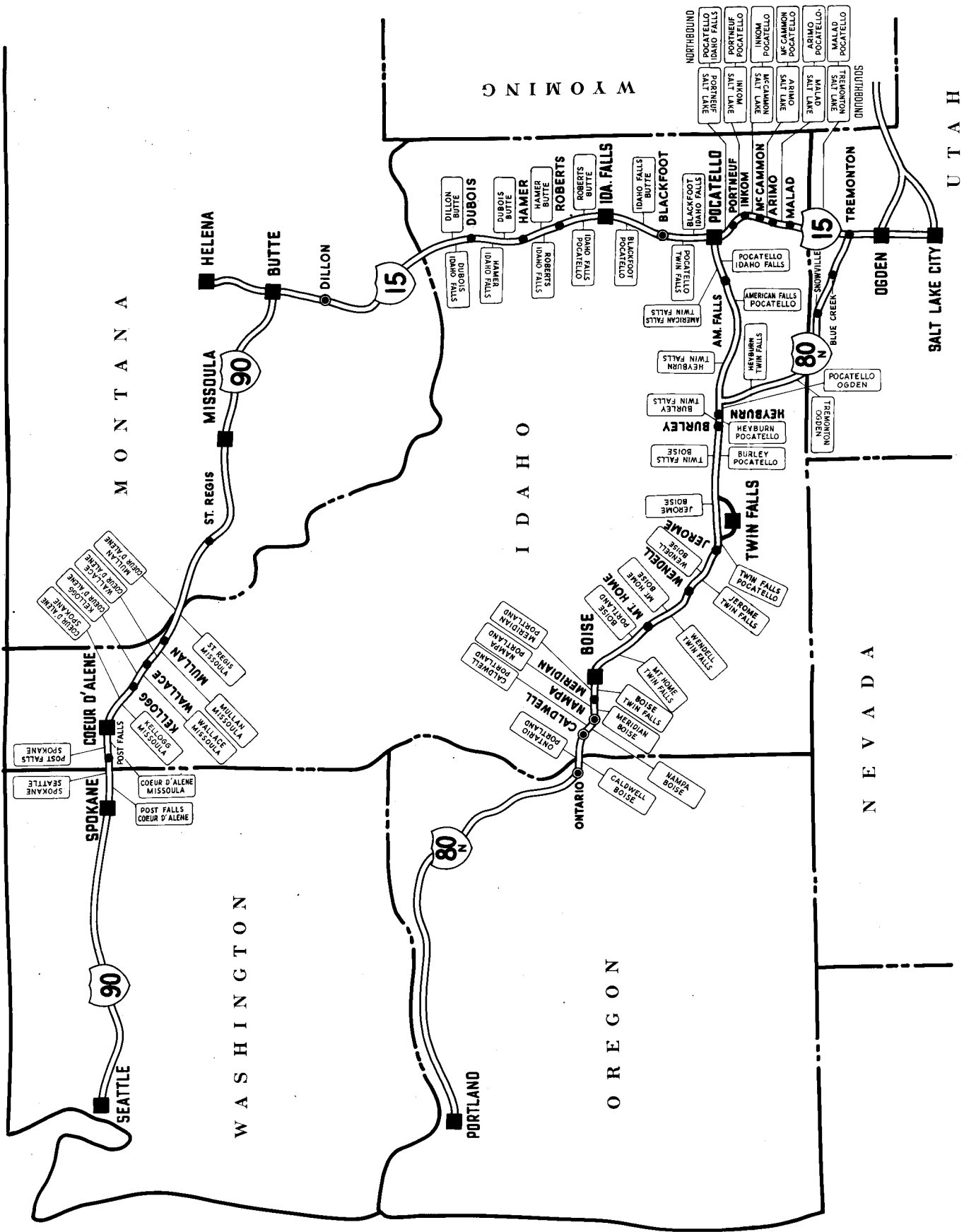
The two-name mileage sign is intended to give the motorist unfamiliar with the area, city names and distances which will best orient him within an area of the State so that stops for services and other needs may be planned. It will also provide him with a check as to the progress of his trip.

Possible Relocation of U.S. 191. The Department outlined possible relocation of U.S. 191 northwest of Idaho Falls, which principle location line is west of the West Yellowstone Branch of the Union Pacific Railroad.

The relocation is strictly long-range planning from Rigby north. Early firming of the location from the John's Hole Bridge to Rigby, it was pointed out, is necessary in order to coordinate the Idaho Falls Metropolitan Study concerning the John's Hole Bridge, with this northwest connection to or by-passing Idaho Falls.

The Board requested the Department to proceed with the study of the relocation, which was estimated could be completed by the end of this current year.

October 18, 1961



Idaho's Participation in AASHO Continuing Research Program. The Board approved the continuing research program by AASHO and Idaho's participation to the extent of 5 per cent of the 1½ per cent of the planning and research federal aid.

Release of Surplus Bridge Timbers - Mashburn Overpass. The Board approved the release of the surplus bridge timbers from the Mashburn Overpass to Benewah County, which had been recommended as surplus by the Department.

Painted or Raised Median Policy - Not Practical. After considerable discussion, the Board agreed that a guiding policy for the Department regarding the painted or raised medians in the design of projects was not expedient due to the varying widths of right of way, traffic and operational characteristics of each project, and determined that each project should be judged on its own merits.

Rhodes & McKay Liquidated Damages. The Board heard contractors Rhodes & McKay regarding liquidated damages that have been assessed to them on the Orofino - Grangemont clearing and grubbing project, S-4782(5), in Clearwater County.

After due consideration of the unusually wet spring and the delay in informing Rhodes & McKay as to their being the successful bidder, the Board recommended the reduction of liquidated damages to thirty days at \$30 per day, or \$900.

Montana Highway Department's Request to have the Centennial Valley-Red Rock Lake Road connection to the Henry's Lake Road be put on the State Highway System was denied and referred to Fremont County, giving them the opportunity to place it on their system.

U.S. 95 Association, appeared before the Board, headed by Senator James A. McClure and composed of the following Association members from the Homedale - Midvale area:

Alvin Benson	C. T. Clauser	Bill Baker
Francis Violet	Lawrence Monroe	W. Clay Sutton
A. R. Heap	Paul Zatica	Lew Marsters
Everett A. Colley	Ralph Shamberger	Boyd Swanson
Burton Chaney	Grant Gardner	Vern Baskett
Jack Eaton	Arlie L. Parkins	Curtis Walters
Frank Matteson	G. M. Brown	Perry Ward
R. Kniefel	Orville Soper	

The group urged that the Board grant high priority and early construction for the Payette to Gayway Junction, and from the Gayway Junction to the Interstate - US 95 interchange.

October 18, 1961

State Representative Grant Gardner took exception to the Association's suggestion of a four-lane facility from the US 95-Interstate interchange northerly and said that a two-way facility should be ample, being concerned about the amount of farm land that would be removed from the tax rolls.

It was pointed out that the delegation had no fixed idea as to the routing location. Mr. Bennett indicated the Department would be glad to get a study going, with the Board's permission, with an analysis of the improvement of an adequate Ontario-Gayway Bridge improvement.

Leo Marsters indicated the need for a good road from north to south Idaho that would offer a dual purpose clear to the Oregon line and that the improvement of US 95 in southwest Idaho should take priority over the Whitebird area.

Senator McClure indicated the delegation hoped it would not have to wait five years to get something done through the Payette County area and agreed with the Board's philosophy that whatever highway improvement is made it should serve the communities. He agreed that the 16th Street project in Payette should not be deferred in preference to the Fruitland-Gayway section.

Representative Grant Gardner favored a route west and south of Fruitland coming in a quarter of a mile south of town connecting with the present road by Carnefix's Nursery, as the widening of US 95 would wipe out the business houses of the town.

The delegation was told that their request would be given serious consideration as future programing develops, but that nothing was in the 1962 Program for the Payette - Fruitland - Interstate 95 junction area.

City of Homedale. The Board next heard from the City of Homedale regarding the drainage problem of the city. The delegation was composed of Mayor Orville Soper, Senator Arlie L. Parkins, Robert Kniefel, Paul Zatica, Warren Stimmel, and Councilman Frank J. Matteson.

The Mayor pointed out that another outlet was required to properly drain the city streets besides the one tentatively planned by the Department.

Assistant State Highway Engineer McCrea indicated this outlet would require considerably more expenditure than was contemplated recently by the State in eliminating the drainage problem on the State Highway in Homedale.

The Board indicated to the delegation that the Department would see what it could come up with in solving the problem and would get in touch with the city.

October 18, 1961

The Homedale delegates asked for information as to what improvements and relocation of US 95 were contemplated for Homedale, and were told that the Department has no firm plans as to where the highway improvements will be made at or around Homedale at this time. Mr. Kniefel urged that US 95 be continued through the present location in Homedale because of the tourist business that the town presently enjoys.

Mr. Rich pointed out to the group that at the present time the Department is allocating a great amount of primary and secondary construction moneys to properly connect Idaho communities to the Interstate as it is built, so that the Interstate traffic will not rush across Idaho without having an opportunity to get off at the Idaho communities as the traffic desires.

Expense Vouchers. The Board approved the following expense vouchers for September:

R. C. Rich, \$82.56; W. C. Burns, \$108.95; E. F. Gaffney, \$54.12.

WHEREUPON, the Board adjourned until its next meeting, to be held November 13, 14, & 15, 1961.

Read and Approved
November 15, 1961
Boise, Idaho



R. C. RICH, Chairman

BOARD OF HIGHWAY DIRECTORS' TOUR OF SOUTH IDAHO

October 19 - 21, 1961

The Board convened at Boise, Thursday, October 19, for the purpose of touring South Idaho.

Present were:

- Roscoe C. Rich, Chairman, Director, District 2
- W. C. Burns, Vice-chairman, Director, District 1
- E. F. Gaffney, Member, Director, District 3
- G. Bryce Bennett, State Highway Engineer
- E. L. Mathes, Assistant State Highway Engineer
(Engineering)
- Wayne Summers, Secretary of the Board

District Engineers of Districts 1, 2 & 6, were present in their respective districts.

October 19, 1961

Shoshone Meeting.

The Board advised the group that the relocation of U.S. 93 was strictly a long-range possibility, maybe 10 to 20 years in the future.

On improving U.S. 93 north of the tracks and within the city, a 44-foot width street would be acceptable to the city. The city indicated they were not in a position to buy additional right of way required if a 64-foot section were used.

Dr. Neher, Councilman, urged the improvement of U.S. 93 south of Shoshone because of the poor sight distance, etc.

Sam Clark, farmer, and Senator Jack Murphy, indicated that the removal of S.H. 24 from the System at this time would be a serious mistake, as the highway district cannot afford to maintain the road in the present condition of the gravel surface. Because of the lack of maintenance equipment of the highway district, improper maintenance will cause deterioration and loss of surface materials. Travel is far heavier than was expected. The cinders are light; and from traffic and wind erosion, stocks of cinders accumulate on each side of the road. They urged the Board to postpone removing this road until the surface materials settle and stabilize.

The Board indicated they would take another look at it.

Mr. Bennett stated that the Tigara section between Richfield and Carey on US 20-26 was in the 1963 Planning Program.

Twin Falls Meeting.

It was pointed out to the Board that the curves at Rogerson, especially the one coming into Rogerson from the south, need correcting. The accident rate is heavy.

John Hahn asked for current information on what is holding up the letting of the Magic Mountain ski lift road. Secretary Summers is to reply on return to Boise.

The group indicated appreciation for the consideration the Board gave the Twin Falls area when planning the Interstate destination signing from Pocatello, causing Twin Falls to be a major destination.

Jerome Meeting.

Dr. Williams, who owns property west of the depot, urged that the design of the Interstate be pushed in order to know how much right of way width would be required of his property.

October 19, 1961

Mr. Rich indicated that Board action stopped the Department from all planning on the Interstate in the Jerome area and east to S.H. 27.

Frank Titus asked what comes after the Supreme Court decision. He was told that the Board would have to determine what action would be taken, depending on the nature of the Court decision.

The group urged the Board to put a major reconstruction project on SH 25 from the east city limits east to the junction of US 93 and from the junction to Perrine siding, these two sections being particularly hazardous in icy winter weather with very deficient sight distance and narrow travel-way.

Mr. Retick asked if the construction program was rigid for 1961 and was told that it has been firmed, but the Board would view SH 25 west of Jerome to Perrine siding that afternoon on their way to Rupert.

Mr. Retick then asked if the Jerome County Court action had caused the Board to emotionally not grant construction programs in the Jerome area. Mr. Rich assured them that such was not the case.

Rupert Meeting.

The Board heard from Mr. Cameron and others regarding the removal of raised medians at the junction of SH 25. The group told the Board that the private driveway entrance curb cuts were too narrow for turning movements from the outside lane and that the end of one of the raised medians in the center of the project overlays the pedestrian lane, so that pedestrians crossing the street have to go out and around into the travel lane because of the length of the raised median.

Stop signs had not been put up as customary by the city or the county on roads entering the newly constructed Rupert streets project. Mr. Bennett indicated the Department would go ahead and make the first installation of such stop signs.

The Board later ruled that the raised medians in the Rupert streets project would remain as now exist, with the possible exception of the one interfering with the pedestrian crosswalk.

They also authorized the Department to increase the private driveway curb cuts beyond the 10-foot width to afford easier turning movements from the facility.

The Board reviewed the proposed new shed site and the present shed site and building, and indicated the desire to review the appraisals.

Mr. Benton, of American Oil Service Station, told the Board that they are unable to get east-bound traffic out of the station.

Mrs. Osgood, of the Texaco Station at the north end of the project, indicated traffic from the east is always in violation of the painted median.

Rural residents on the roads that are now dead ended because of the Interstate south of Rupert complained that the dead end signs are too far down the road from the point of entrance and suggested they be re-located so that drivers could observe them before entering the dead end road.

FRIDAY, OCTOBER 20, 1961

American Falls Meeting.

The group urged the Board to locate any improvement of the Snake River crossing at American Falls on SH 49, so that it would still enter the business section of American Falls, whether it be on a new location or on top of the present dam structure.

The need is particularly pressing because of the potato processing plant having an annual truck traffic of 72,000 truck trips across the river, and because of the 680 crossings of school busses a year, and 5,100 loads of beets during the month of October.

The present roadway is too narrow for the safe passing of trucks or large vehicles.

The Board indicated they would look at the present bridge, and the Department would consider the information in a study of an adequate crossing of the river.

The Board was told that the City was very happy with the present American Falls street project and that the contractor executed the work with a minimum of inconvenience to the business section.

Preston Meeting.

The group showed appreciation to the Board for the recent city streets project and said that it was accomplished with as little inconvenience as possible to the business section and did not delay the beet harvest haul.

County Commissioner Bill Poole thanked the Board for the fine cooperation and the good roads they have been receiving from the State Highway Department in recent years.

October 20, 1961

Regarding the Bear River Dam in the vicinity of Cleveland, District Engineer Christensen pointed out the project that might be in conflict with the proposed dam is still in the planning stage. Senator Tom Heath indicated that the majority of the people in the area are not in sympathy with the dam and that highway planning should not be delayed waiting confirmation of the dam's construction.

Senator Heath urged that the liquidated damages assessed to the contractor should be forgiven considering the fine way in which the contractor cooperated with the local business houses during the construction. He also urged the Board to "Open the books and get another job on 34, in order to get relief from the Interstate which is going to bypass the hell out of us." He urged the Board to designate the Sharon-Strawberry route as Alternate 93.

In reply to a request to improve the western south section of SH 35, Mr. Christensen indicated it would cost between \$50,000 and \$60,000 a mile to widen it to modern standards. No promises were given.

The Department was urged to put larger signs showing Liberty and Preston at the SH 34 junction with the Sharon - Strawberry Road as the people miss the junction going south. Mr. Mathes said that advance signing would be helpful, and it would be looked into.

Montpelier Meeting.

The construction program of US 30 from Montpelier to the Wyoming line was indicated to be:

The Dingle job in 1962, followed from the Wyoming line west to just over Webb Hill and from that point westerly to the Dingle job, as money and time permit.

The group urged improved signing at the Riverdale junction of the Sharon - Strawberry Road, as was brought out at the Preston meeting.

Bear Lake County Commissioner Ward requested that Paris be signed as a destination sign on the north side of Preston.

Senator Frank Hirschi discussed the need for the overpass at Montpelier, and it was pointed out that the city rejected this project in 1957. The Board indicated the Montpelier to Wyoming line projects have higher priority.

Mr. Bennett stated it was a matter of money and engineering work in the District, which is working at full capacity, that causes the delay on the overpass, but will push the project as work becomes available with the engineering people.

October 20, 1961

The Lifton Road project from Lifton to St. Charles was discussed by the County Commissioners and the Board stated that they would request Secondary Roads Engineer Short to write the County Commissioners as to any items that were overlooked and could assist in resubmitting the Federal Aid application to the Bureau of Public Roads for this road to be put on the County Secondary system.

SATURDAY, OCTOBER 21, 1961

St. Anthony Meeting.

The Mayor urged the Department to construct a new bridge across the Snake River in town, the present one being only 32 feet wide and not in proper alignment.

The President of the Idaho Stud Corporation, a new sawmill that will open south of the Snake River Bridge, indicated there will be 25 to 30 trucks per day hauling logs to the mill over this bridge, and that left-hand turning movements of the trucks will present a problem.

Mr. Rich stated that Mr. Sessions would look over the request to see what could be done to improve the highway for these truck turning movements.

Bill Frome, of the St. Anthony Chamber of Commerce, appeared because of the delay in the Ashton - Chester project, and was told that right of way purchasing is causing the delay, there being 20 parcels yet to be purchased.

The Ashton Village Board Chairman indicated they were pleased with the new interchange and the signing of the business section of Ashton, but urged that the speed limit on the two-block section of SH 32 by the hospital be reduced from 35 MPH to 25 MPH because of the noise factor in accelerating, due to the present speed change being in the hospital block.

Mr. Richards and Mr. Harvey Schwendiman urged the Board to reinstate the Maintenance Foreman located at Macks Inn, who recently was replaced in title but not discharged, and subsequently did not report for work.

Walter Grossenback, of Ashton, urged that the old US 191 from Bear Gulch to Last Chance be replaced on the State Highway System.

Harry Lewies, of Warm River, urged that SH 47^{47.5} be carried west to the junction of 191 at Ashton. Mr. Bennett indicated it would receive consideration.

October 21, 1961

Idaho Falls Meeting.

Petitions were handed to the Board opposing the Elva Street as a connection to Johns Hole Bridge for the following reasons:

1. Because of the Little League ball park
2. The L.D.S. Church
3. Thirty-five parking places are taken away with no off-street parking available for the Church.
4. Benefits of by-passing the city do not compensate for the disadvantages. The routing should be explored further before firming up Elva Street as a State Highway connection to Idaho Falls.

Mr. Bennett indicated that this was strictly in the planning stage of a compiled long-range study of the county, city, and state integrated systems, from which it is hoped to evolve a master transportation system to the city.

The Elva Street proposed connection is only one of several under study.

Mayor O'Bryant observed, "I can't see too much difference between C Street and Elva Street. C Street would cost the city \$3 to \$5 million."


John T. Homer queried, "Would improvement on Elva or C Street be constructed with City or State funds?"

Mr. Bennett answered, "We do not know."

Mr. Westergard urged the Department to consider a northwest route to Yellowstone from the Johns Hole Bridge on a 45 degree angle and one that would not come down into the residential area of the city.

Ken Kugler, Idaho Falls Highway Committeeman, indicated that 75 per cent of the traffic over the Johns Hole Bridge desires to come into Idaho Falls and supported the Elva Street connection.

Read and Approved
November 15, 1961
Boise, Idaho



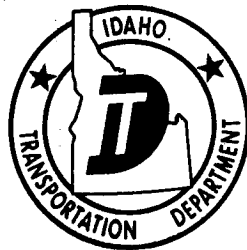
R. C. RICH, Chairman

October 21, 1961

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HISTORICAL RECORDS

Dated November 13, 1961 to May 24, 1963

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 11

SEAMAN S. MILLS

General Services Supervisor

Date Filmed 8 Sept 77

By Luan Knospe

Lens Reduction 25X

on a Bell and Howell
Planetary Camera

FRONT

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

November 13, 14 & 15, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, November 13, 1961, at 3211 West State Street, Boise, Idaho.

Present were:

R. C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
Ernest Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STOCKPILE PROJECT NO. 5384 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles, approximately 0.5 mile east of MP 440.7 (US 95), in the vicinity of Mica Hill, in Kootenai County - State financed. Contract was awarded to Grant Company, Hayden Lake, Idaho, the low bidder, on November 2, 1961, in the amount of \$26,300.00.

I-15-3(4)117 - The work consists of constructing 2 concrete overpass structures and 4 concrete underpass structures on Interstate Highway No. 15, Idaho Falls' - Bassett, in Bonneville County - Federal Aid Interstate and State financed. Contract was awarded to Max A. Boesiger, Inc., Mountain Home, Idaho, the low bidder, on November 8, 1961, in the amount of \$494,607.50.

I-15-2(12)71 - The work consists of furnishing and installing traffic signs on 16.197 miles of Interstate Highway No. 15, between Chubbuck and South Blackfoot Interchange, in Bannock and Bingham Counties - Federal Aid Interstate and State financed. Contract was awarded to Louis W. Brooks, Caldwell, Idaho, the low bidder, on November 1, 1961, in the amount of \$48,059.03.

S-4809(3) - The work consists of constructing the roadway, drainage structures and base course on 3.883 miles of S.H. 43, Neva Hill - C.M. St. P. & P. R.R., commencing approximately 9 miles northwest of Elk River and extending toward Elk River, in Clearwater County - Federal Aid Secondary and State financed. All bids were rejected, as the low bidder was too high over the Engineer's Estimate.

STOCKPILE PROJECT NO. 5382 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles near S.H. 41 in the vicinity of Oldtown, in Bonner County - State financed. The

November 13, 1961

contract was awarded to Grant Company, Hayden Lake, Idaho, the low bidder, on November 13, 1961, in the amount of \$19,450.00.

STOCKPILE PROJECT NO. 5381 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to U.S. 2, near Laclede, in Bonner County - State financed. Contract was awarded to Henry J. Holien, Sandpoint, Idaho, the low bidder, on November 13, 1961, in the amount of \$20,850.00.

Caldwell Hearing Decision. Regarding the public hearing held under Federal Aid and State statutes at the Caldwell City Council Chambers, Tuesday, November 7, at 8 p.m., the Board finds and determines that the following changes in the State Highway System in and in the vicinity of Caldwell, Idaho, to wit:

1. The proposed location of a 4.7 mile section of Interstate Freeway Route 80N from the approximate location of present junction US 30-44 southerly to and through the City of Caldwell on the approximate location of Hannibal Street and terminating southeast of the city with an interchange at present US 20-26, as shown in the brochure dated October, 1961, presented to the City of Caldwell.
2. That considered evaluation will be given to connecting existing US Highway 30, as revised to provide frontage road service, between the present junction with S.H. 44 and a point on old US Highway 30 in the vicinity of the 80N - US 20-26 interchange.

The Board recommends making this connection as a part of the Interstate project with Interstate funds and will make every effort to accomplish the same within economic limits, sound engineering practices, and subject to the approval of the U.S. Bureau of Public Roads.

3. The addition of an on-ramp for west-bound traffic in the vicinity of Boise Avenue and other design features pertaining to Caldwell street system will likewise be evaluated in the light of Interstate design criteria,

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Caldwell from said proposed changes.

Agreements with Highway Districts (S.H. 24). The Board considered the matter of complying with previous agreements made with the Minidoka County Highway District, the Kimama Highway District, and the Dietrich Highway District No. V.

November 13, 1961

Because of the representation that has been made protesting the removal of State Highway 24 from the State Highway System, the Board, for the present, determined not to hold the three Highway Districts to their agreements to take State Highway 24 onto their respective highway districts systems on November 1.

The Board commented that construction moneys to improve this road beyond its present standards will not be available for some considerable time in the future.

Minidoka Highway District (US 30N). The Board considered the September 6 request of the Minidoka County Highway District to have the Department seal coat 1.8 miles of abandoned US 30N east from the Montgomery Bridge in Cassia County and a like section in Minidoka County.

The Board authorized the Department to seal coat the two sections when maintenance forces could work it into their 1962 summer oiling program.

It was the intention of the Board that this work be done before the road was removed from the State Highway System in 1961.

U.S. 93 Project in Shoshone. The Board approved the project for 1962 construction on US 93 to extend from the railroad tracks north to the vicinity of the city limits.

The project is to be constructed as a 44-foot curb-to-curb street section. Right of way will be required to ease the angle corner. If right of way difficulties are encountered, design could use the existing right of way at the corner.

Utility Facility Relocation Determinations. Upon reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 51-2(1), State Highway 75, Trail Creek Highway, Summit East, Blaine County - Lost River Electric Cooperative, and Mountain States Telephone & Telegraph Company.

Relocation of US 191. In discussing the planning for a relocation of US 191 north of Idaho Falls from the Johns Hole Bridge connection, the Board requested the Department to study the relocation in the rural area from the Johns Hole Bridge northeasterly towards Rigby, independently of the Elva and other urban street connections which were previously under study.

November 13, 1961

Request to Patch and Seal Coat US 95. On the recommendation of the District Engineer, District 4, a request was submitted to patch and seal coat that portion of old US 95 between Winchester and the Nezperce County line next year. This work was not done at the time the abandoned section reverted to the Evergreen Highway District last season.

The Board concurred in the Department's doing it as the work could be fitted into their 1962 summer maintenance program.

Accidents on SH 25 and SH 46. The Department called the Board's attention to correspondence and news releases regarding accidents that have occurred on State Highway 46 at a curve six miles north of Gooding, and on the hill summit on State Highway 25 east of its junction with 93.

Boise Interstate Public Hearing. The Board attended the public hearing in the Highway Department Auditorium concerning the location of the Boise Interstate together with east and west urban connections, the transcript of which is available in the Board Secretary's files. (See Decision of the Board, November 15.)

TUESDAY, NOVEMBER 14, 1961

The Board reconvened at 8 a.m., Tuesday, November 14, at 3211 West State Street, with all members, the State Highway Engineer, and the Board Secretary present.

Orders of Condemnation. The Board concurred in the following Orders of Condemnation:

I-90-1(11)48, Parcel No. 24 - Papesh Company & Merle O. Hickman
F-4201(9), (SH 9 & 42), Parcel No. 2 - Frank E. Copenspire &
Wallace Eglund
F-5121(12), Parcel No. 9 - Estate of Frank H. Anselmo, Sr.
" (US 2), Parcel No. 10, Harold Anselmo & Edward Mauro
" " Parcel No. 11, Harold Anselmo
S-1721(6), (SH 39), Parcel No. 2 - Orville V. Bowers
" " Parcel Nos. 18 & 18-E-1 - The Board, in considering the authority for condemnation, requested the Chief Right of Way Agent to make a re-offer to Steven Boyd Jackson
S-2862(4) (S.H. 27), Parcel No. 22 - William E. Brower & Arvis L. Edmondson

Approval of Right of Way Settlement in Excess of \$20,000 was given by the Board for Project I-15-1(13)66, Parcel No. 10, Restlawn Memorial Gardens, Inc., in the amount of \$34,680.

November 13, 1961

Approval of Exchange of Access Deeds. The Board approved an exchange of Access Deed for Project F-5116(14), U.S. 95, Parcel No. 4A, Albert E. Fox. The State will construct the approach at Station 27/50 and the owner will pay for the additional 20 feet of 12-inch pipe and construct the other 30-foot approach at his own expense.

Exchange of Property. The Board approved exchange of property on the following:

1.) Present State owned maintenance shed site at Rupert, Idaho, for a proposed maintenance shed and stockpile site comprising five (5) acres in the vicinity of Rupert.

2.) S-5810(1), S.H. 43, Shoshone County. Relinquishment of certain rights of way as previously granted by the U.S. Forest Service to the State of Idaho by Special Use Permits in exchange for a new or revised Special Use Permit to be issued by the U.S. Forest Service encompassing a portion of the right of way of the now existing State Highway 43 across Forest lands as shown on the plans of Project S-5810(1). The request was made by the Forest Service. Area relinquished is to be used as a camp ground site.

1961 Financial Report. The Board heard the Department's financial report for the first 10 months of 1961 from Fiscal Officer M.C. Whaley.

Reconstruction of St. Anthony Bridge. The Board received a cost estimate report regarding the reconstruction of the St. Anthony Bridge, which was determined to be under \$100,000.

The Board pressed the Department to give it high priority on the 1963 Construction Program.

Out-of-State Travel, approved by the Board:

Planning & Traffic Engineer L. J. Ross to Corvallis, Oregon, February 6 - 9 to attend Northwest Roads and Streets Conference.

State Highway Engineer G. Bryce Bennett, Asst. Construction Engr. L. F. Erickson, and Nils Jorol, E.I.T. to the Highway Research Board Conference in Washington, D. C., January 8 - 12.

Public Information Officer Del Klaus to Kansas City January 15 - 17, for the Joint AASHO Better Highway Improvement Workshop.

Project Brochures. The Board viewed and discussed with the Planning and Traffic Engineer the following project brochures, determining the type of access control:

November 14, 1961

District 4

- F-4211(2) - Grangeville Streets,----Standard Approach Policy
U-4114(7) - 21st Street and G Street in Lewiston----No change in
partial control
F-4201(8), (12), (14) - Myrtle, Lenore and Peck (S.H. 9)----
Partial control of access

District 5

- F-5041(28) - Cameron Avenue in Kellogg----Standard Approach Policy
F-5116(8) - Bonners Ferry Overpass & Approaches----The Department
is to submit the revised plan to the City to get the
City's approval of the new plan.
F-5116(17) - Peterson Hill-Bonners Ferry----The Board approved
partial control of access in the rural area, Standard
Approach Policy in urban area.

Removals from State Highway System.

WHEREAS, construction of 0.836 miles of State Highway No. US 95A, under project F-FG-5152(5) on new location beginning at a point in Sec. 8, T. 44 N., R. 1 W., 1.769 miles north of the junction of State Highway No. 43 and ending at a point in Sec. 5, T. 44 N., R. 1 W., 11.957 miles south of the junction of State Highway No. SH 5 in St. Maries, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files,

THEREFORE BE IT RESOLVED, that a portion of the old road, 0.114 miles in length, is hereby removed from the State Highway System effective this date.

* * * * *

WHEREAS, construction of 0.265 miles of State Highway No. US 95, under project F-3112(5), on new location beginning at a point in Sec. 10, T. 14 N., R. 3 W., at Pine Creek and ending at a point in Sec. 10, T. 14 N., R. 3 W., 0.780 miles south of the junction of State Highway No. SH 71 in Cambridge, has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on the sketch map in Central Files.

THEREFORE BE IT RESOLVED, that this portion of the old road, 0.133 mile in length, is hereby removed from the State Highway System effective this date.

Designations of State Highway System.

WHEREAS, there is no existing State Highway Service to the Village of Bayview in Kootenai County, and

November 14, 1961

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WHEREAS, such service is deemed to be of importance to the economy and common welfare of the people of the State,

NOW THEREFORE BE IT RESOLVED that there be, and hereby is, a highway to be known as State Highway No. 54 and described as beginning at a junction with State Highway No. 41 approximately 1.0 mile south of Spirit Lake and extending easterly via Athol to Bayview.

* * * * *

WHEREAS, adequate marking of State Highways is vital to the convenience of the traveling public,

THEREFORE BE IT RESOLVED, that State Highway No. 47 be, and hereby is, designated as beginning at a junction with State Highway Nos. 191-20 at Ashton and extending easterly via Ashton and Marysville to Bear Gulch ski area.

Speed Control Zones in District Three.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated November 9, 1960, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Item one (1) pertaining to Highway No. I-80N of the Minute Entry of the Board of Highway Directors dated November 9, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

November 14, 1961

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	I-80N	0.00	2.85	Oregon State Line to Interchange with US 95	70
2.	I-80N	2.85	9.50	Interchange with US 95 to New Plymouth Interchange	70
3.	I-80N	9.50	12.95	New Plymouth Interchange to Interchange with US 30	70
4.	I-80N	12.95	17.45	(Entered as I-80N,US 30) --	

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated September 20, 1960, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 24 pertaining to U.S. Highway No. 30 of the Minute Entry of the Board of Highway Directors dated September 20, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

November 14, 1961

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 30	0.00	0.15	East of Oregon St. Line	25
2.	US 30	0.15	0.60	To Jct. with US 95	50
3.	US 30	0.60	4.55	(Entered as US 30 & US 95)	--
4.	US 30	4.55	8.90	Jct. with US 95 to New Plymouth	60-55
5.	US 30	8.90	9.90	New Plymouth Urban Ext.	--
6.	US 30	9.90	10.10	East of New Plymouth	50
7.	US 30	10.10	12.90	To Jct. with SH 52	60-55
8.	US 30	12.90	19.20	Jct. with SH 52 to Jct. with I-80N	60-55
9.	US 30	19.20	23.10	(Entered as US 30 & I-80N)	--
10.	US 30	23.10	31.20	Jct. with I-80N to Jct. with SH 44	60-55
11.	US 30	31.20	32.05	East of Jct. with SH 44	60-55
12.	US 30	32.05	32.40	To Jct. with US 20-26	50
13.	US 30	32.40	33.90	(Entered as US 20-26-30)	--
14.	US 30	33.90	37.55	Caldwell Urban Ext.	--
15.	US 30	37.55	40.50	Caldwell to Jct. with SH 72	50
16.	US 30	40.50	41.15	Jct. with SH 72 to Nampa	50
17.	US 30	41.15	44.70	Nampa Urban Extension	--
18.	US 30	44.70	46.50	East of Nampa	50
19.	US 30	46.50	52.15	East of Nampa	60-55
20.	US 30	52.15	52.40	East of Nampa	50
21.	US 30	52.40	52.60	To Meridian	35
22.	US 30	52.60	55.55	(Entered as US 30 & SH 69)	--
23.	US 30	55.55	59.25	East of Jct. with SH 69	50
24.	US 30	59.25	61.60	To Jct. with US 20-26	35
25.	US 30	57.30	102.40	(Entered as US 20-26-30)	--
26.	US 30	102.40	143.05	(Entered as US 20-26-30)	--

IT IS FURTHER ORDERED THAT THE State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

November 14, 1961

WHEREAS, upon the basis of an engineering and traffic investigation it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	I-80N US 30	12.95	17.45	Interchange with US 30 to Sand Hollow Interchange	70

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Speed Control Zones in District Five (S.H. 41)

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated February 13, 1958, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 12 pertaining to State Highway No. 41 of the Minute Entry of the Board of Highway Directors dated February 13, 1958, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

November 14, 1961

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 41	0.00	6.45	Jct. with US 10 to Rathdrum	60-55
2.	SH 41	6.45	7.55	Rathdrum Urban Ext.	--
3.	SH 41	7.55	7.85	Rathdrum to Jct. with SH 53	60-55
4.	SH 41	7.85	17.80	North of Jct. with SH 53	60-55
5.	SH 41	17.80	18.25	To Jct. with SH 54	50
6.	SH 41	18.25	18.65	Jct. with SH 54 to Spirit Lake	50
7.	SH 41	18.65	19.75	Spirit Lake Urban Ext.	--
8.	SH 41	19.75	26.20	North of Spirit Lake	60-55
9.	SH 41	26.20	26.60	Through Blanchard	50
10.	SH 41	26.60	38.35	North of Blanchard	60-55
11.	SH 41	38.35	38.60	To Oldtown	35
12.	SH 41	38.60	38.75	Oldtown Urban Ext.	--

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals to advise the traveling public of said prima facie speed limits.

City of Ririe Delegation - urging for a State Highway from Ririe to Rexburg. The following delegation appeared urging that a bridge be constructed across the south fork of the Snake River linking the County road north from Ririe to the recently improved Lyman Archer County Secondary road:

Karl C. Klingler	Lalovi Rigby	E. W. Huntsman
A. L. Owens	Farrell Rock	J. R. Burtenshaw
Roy Summers	Dick Smith	Harlan A. Mason
Carl Shaver	C. M. Bright	Eldred Lee
R. W. Purrington	Wm. Shuldberg	J. Elmer Moss
Waldemar Olsen	James E. Durrant	

The Board indicated that the project would be a fine tool for the people in both counties. The problem is for the Board to decide if and when it should go on the State System. Mr. Burns indicated that it is a matter of priority, and that there is no question of its need. There is, however, a question of whether it should go on the State Highway System. He suggested that the counties might be willing to help finance the project with their Federal Aid Secondary funds.

The delegation thanked the Board for the fine consideration given their area with the recently completed Sage Junction Road, and pointed out that they realize that the 1962 Program is firmed as far as including this request.

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Yellowstone - Sun Valley Highway Association Delegation. The Yellowstone - Sun Valley Highway Association asked for a statement as to the Department's planning regarding improvements of the route and were told that in 1962 a \$425,000 Forest Highway project is planned for a five-mile section west of the present Cat Creek Summit construction project. The delegation consisted of:

John Bahr
Cliff Merrill
Lloyd Barron
Roy M. Laird

Wayne Cloch
Mr. Thomas
Fred J. Lee

Kenneth D. Wilson
George McGonigal
Holger Albrethsen

Blaine and Camas County funds that have been contributed by the Counties to the project would increase the size of the project to approximately \$590,000. Reconstruction and oiling of a 13-mile section of State Highway 22 from the Pole Line Road junction northeasterly to the junction with State Highway 28 is tentatively planned for 1963. This is based entirely on the review of available highway finances on the basis of state-wide needs when the Board considers the 1963 Construction Program sometime next year.

Long-range planning for the completion of the improvement to the gravel surfacing of the Hill City - Dixie section of State Highway 68 reflected projects tentatively planned:

In 1964 - 3.4 miles -- \$300,000
6.9 miles -- \$450,000

In 1966 - 5.1 miles -- \$350,000

It was pointed out that these three projects are only in a planning stage and are subject to the approval of the U.S. Forest Service, U.S. Bureau of Public Roads, and the Highway Board at their yearly fund allocation meetings, contingent entirely on available Federal Forest Highway fund allocation; and is in no way a definite commitment, but purely a long-range program for planning purposes only.

WEDNESDAY, NOVEMBER 15, 1961

The Board reconvened at 8 a.m., Wednesday, November 15, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Minutes. The Board read and approved the Minutes of the October 16, 17 & 18, 1961, meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

November 15, 1961

F-4113(12) & F-3112(17) - The work consists of constructing the roadway, drainage structures, a bituminous surface treatment and three concrete bridges on 4.750 miles of U.S. Highway No. 95, Pinehurst - Pollock, and a concrete bridge for forest access road, in Adams and Idaho Counties - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Osberg Construction Company, Seattle, Washington, the low bidder, on November 17, 1961, in the amount of \$837,503.00.)

S-3792(2) - The work consists of constructing 4-concrete bridges and 2-concrete culverts on 0.026 mile of the Beacon Light Road, located approximately 9 miles west and north of Boise, in Ada County - Federal Aid Secondary and County financed. The Board concurred in the State Highway Engineer's recommendation to award the bid to Orr Roofing & Building Supply, providing he can procure the proper contractors license. (The contract was awarded to Orr Roofing & Building Supply, Boise, Idaho, the low bidder, on November 20, 1961, in the amount of \$34,497.10.)

Boise Hearing Decision. Regarding the public hearing held under Federal Aid and State statutes at the Highway Department Auditorium, Monday, November 13, 1961, at 2 p.m., in Boise, the Board finds and determines that the following, to wit:

1. The Idaho Department of Highways will proceed with design and construction of the proposed Interstate Route 80N, the urban connections and interchanges as shown in the hearing brochure dated November 1961.
2. That the section of U.S. Highways 20-26-30 between Isaac's Canyon and the Broadway intersection, as shown in the hearing exhibit, will be removed from the State Highway System.
3. The Department of Highways will continue to cooperate with all parties concerned to conclude the best arrangement of overpasses and frontage roads which will ensure an efficient continuation of vehicular and pedestrian circulation which may be disrupted by the proposed plan.
4. The plan as proposed and action for Interstate participation for construction of the west connection to the terminal with the junction of U.S. 20-26 and 30 as shown on the hearing exhibit will be pursued by the Idaho Department of Highways,

November 15, 1961

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Boise and the Village of Garden City from said proposed changes.

Material Source Problems - 4th July Canyon - Dudley. The Board and the U.S. Bureau of Public Roads, represented by C. R. Salmen and Harold Tilzey, listened to a presentation of material source problems concerning the 4th of July Canyon - Dudley section of the Interstate under contract to Murphy Brothers, and determined that the Department would meet with them at an early date to discuss the various factors involved and come up with equitable adjustment.

Snow Removal in Island Park. The Board authorized the maintenance division of District 6 to remove snow from the U.S. Bureau of Reclamation dam control facilities in Island Park on a cost-rental basis.

Materials Site Road - US 30 - Mt. Home. The Board concurred in the recommendation of the State Maintenance Engineer that the Department participate fifty-fifty with the Mountain Home Highway District in the surfacing of a 24-foot mat leading from Highway 30 to our State materials pit site. The haul road has created a severe dust problem to the abutting property.

Resignation of Chief Legal Counsel. Chief Legal Counsel William R. Padgett submitted a letter of resignation to enter private practice of law on a full time basis, effective when the Board makes a replacement and/or until the several important pending court actions are finalized, and subject to the desires of the Board.

Mr. Bennett and the Board indicated that the fine relationship with Mr. Padgett has been mutual. Mr. Bennett was instructed to name Andrew Harrington as replacement for Mr. Padgett.

Resignation of Highway Board Chairman. Mr. R. C. Rich formally announced his intention to resign as a member of the Idaho Board of Highway Directors effective December 12 or during the January Board meeting, subject to the will and pleasure of the Governor's naming a replacement.

Personnel Promotions and Changes of Classifications approved by the Board, to be effective January 1, 1962:

<u>Name</u>	<u>Present Position</u>	<u>New Position</u>
R. B. Christensen	District Engineer Salary - \$850 District 1	Construction Engineer \$900 9

November 15, 1961

<u>Name</u>	<u>Present Position</u>	<u>New Position</u>
Vic N. Richardson	Asst. Matls. Engr. Salary - \$750 District 9	District Engineer \$850 1
L. F. Erickson	Asst. Const. Engr. Salary \$850 District 9	Research Engineer No change 9
A. F. Rath	Construction Engr. Salary - \$900 District 9	Asst. Construction Engr. \$850 9
Max N. Jensen	Dist. Design Engr. Salary - \$675 District 1	Asst. District Engr. \$700 2
Charles A. McDonald	Dist. Materials Engr. Salary - \$675 District 5	Asst. Dist. Engineer \$700 5
Eugene A. Burbidge	Resident Engineer \$675 District 2	Asst. District Engr. \$700 6
Orion Grunerud	Asst. Traffic Engr. Salary - \$725 District 9	Asst. District Engr. No Change 3
Marcey Laragan	Asst. District Engr. Salary - \$750 District 3	Asst. Secondary Rds. Engr. No Change 9
Robert E. Daley	Asst. Equip. Supr. Salary - \$581 District 9	Equipment Supr. \$700 9
Tom Pethick	Equipment Supr. Salary \$750 District 9	Asst. Equipment Supr. \$675 9

Twin Falls Project Request. Twin Falls Chamber of Commerce Secretary Bill Grange and Mr. John Hahn talked to the Board on a long-distance conference phone call urging that Project U(S)-2727(2), End of Rock Creek Bridge to south city limits of Twin Falls, SH 74, be held up and the project be extended in 1963 or 1964 to the vicinity of the airport.

November 15, 1961

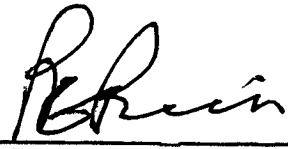
The Board requested that the City make their desire known to this effect in writing to the Board, Messrs. Hahn and Grange indicated they would like to meet with the Board at their next meeting to fully explain the reason for asking for the deferment of this project.

Expense Vouchers. The Board approved the following expense vouchers for October:

R. C. Rich - \$76.75
W. C. Burns - \$80.85
Ernest Gaffney - \$127.77

WHEREUPON, the Board adjourned until its next meeting, scheduled for December 11, 12 & 13, 1961.

Read and Approved
December 11, 1961
Boise, Idaho



R. C. RICH, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 11 & 12, 1961

The regular meeting of the Idaho Board of Highway Directors convened at 8 a.m., Monday, December 11, at 3211 West State Street, Boise, Idaho.

Present were:

R. C. Rich, Chairman, Director, District 2
W. C. Burns, Vice-chairman, Director, District 1
Ernest Gaffney, Member, Director, District 3
G. Bryce Bennett, State Highway Engineer
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the November 13, 14 & 15, 1961, meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-3806(8) (Section "A") - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 6.875 miles of State Highway 51, Little Valley-South, commencing approximately 17.5 miles south of Bruneau and extending south, in

December 11, 1961

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Owyhee County - Federal Aid Secondary and State financed. All bids were rejected as the low bid was too high over the Engineer's Estimate. The project is to be readvertised for January 9, 1962, letting.

I-15-1(5)17 & STOCKPILE NO. 1412 - The work consists of constructing a 4-lane divided roadway, drainage structures, a plantmix bituminous surface and a 220' concrete underpass on 5.148 miles of Interstate Highway No. 15, Deep Creek I.C. - Colton Lane I.C., commencing approximately 3 miles north of Malad and extending in a northerly direction in Oneida County - Federal aid Interstate and State financed. The contract was awarded to Rogers Construction Company, Portland, Oregon, the low bidder, December 8, 1961, in the amount of \$2,022,473.05.

STOCKPILE NO. 5405 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to S. H. 5 near Plummer, in Benewah County - State financed. The contract was awarded to Grant Company, Hayden Lake, Idaho, the low bidder, on December 8, 1961, in the amount of \$33,012.50.

STOCKPILE PROJECT NO. 5383 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles south of S. H. 53, in the vicinity of the Rathdrum Jct., in Kootenai County - State financed. The contract was awarded to J. F. Konen Construction Co., Inc., Lewiston, Idaho, the low bidder, on December 8, 1961, in the amount of \$20,430.00.

S-2790(2) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surface on 2.451 miles of State Highway 24, Acequia - North, in Minidoka County - Federal Aid Secondary and State financed. The Board concurred in the State Highway Engineer's recommendation that the bid be awarded to Holmes Construction Company, Inc., in the amount of \$143,184.50, recognizing that the bid was 12.871% over the Engineer's Estimate. (The contract was awarded to Holmes Construction Company, Inc., on December 12, 1961.)

Board Secretary Authorized to Execute Utility Orders to Move.
The following official minute was approved and signed by the Board this date:

IN ORDER THAT the relocation of utilities on highway projects may be expedited where utility hearings are offered as provided in Idaho Code 40-120, subsection 27, and where said utility relocation hearings are waived by the utility concerned either expressly or by failure to appear at said hearing,

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THE IDAHO BOARD OF HIGHWAY DIRECTORS authorizes the Board Secretary, in such cases, to execute an order to the utility concerned to move the facilities as proposed in the original hearing notice.

Relocation of Utilities Determinations. Upon reviewing the projects plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-IG-15-2(9)88, South Blackfoot IC - Porter Bridge GS, Bingham County - American Telephone & Telegraph Company; Mt. States Telephone & Telegraph Company; and Idaho Idaho Power Company.

I-80N-4(1)220, Jct. I-80N & I-15W, Cotterell I.C. (Incl.), Cassia County - El Paso Natural Gas Company

I-15-1(5)17, Deep Creek-Colton Road, Oneida County - California Pacific Utility Company

I-15-3(9)150, Hamer - Dubois - Utah Power & Light Company; Mud Lake Telephone Cooperative Association; and Mt. States Telephone & Telegraph Company

S-2790(2), State Highway 24, Acequia-North, Minidoka County - Rural Electric Company, and Project Mutual Telephone Co-op Assoc.

F-1032(20) Section B, Pocatello Creek Connection, Bannock County-Mt. States Telephone & Telegraph Company; Bannock Cable TV, Inc.; Idaho Power Company; and Intermountain Gas Company

F-3281(5), Cole School-Meridian, Ada County - Salt Lake Pipe Line Company

The Board this date determined in the affirmative in the matter of the necessity of relocating the following utility facilities:

F-2353(2), U.S. Highway 93A, Arco-Moore, Butte County - Utah Power & Light Company; Mt. States Telephone & Telegraph Company; and Lost River Electric Coop., Inc.

Out-of-State Travel approved by the Board:

G. Bryce Bennett to Portland, Oregon, December 15, to prepare for the Regional Conference on Uniform Traffic Control, of which he is chairman, which will be held in Corvallis, Oregon, February 6, 1962, for which travel is authorized also.

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Two Department employees to San Francisco, March 2 & 3 to attend the regional meeting - Improved Highway Productivity.

Engineer-in-Training Salaries Considered. The State Highway Engineer indicated that the low starting salary for the engineers in training of \$425 per month would be insufficient to effect satisfactory recruiting results in 1962 for college engineering graduates, and suggested the starting basic salary be raised to \$467. Engineering graduates hired by industry average \$519 per month, as indicated by a recent survey by the Personnel Division.

Designation of State Highway

WHEREAS, the existing designation of State Highway No. 24 does not provide a continuous routing between the specified termini as required for convenience of travel and for efficiency of operations,

THEREFORE BE IT RESOLVED, that State Highway No. 24 be, and hereby is, designated as beginning at a junction with State Highway No. US 93 at Shoshone and extending easterly via Dietrich and Rupert to a junction with State Highway No. US 30N near Heyburn, and including a spur connection to Minidoka.

Speed Control Zones in District Five

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

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Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	US 95-A	399.75	401.50	North of Latah County Line	50
2.	US 95-A	401.50	405.30	North of Latah County Line	35
3.	US 95-A	405.30	407.80	To Emida	60-55
4.	US 95-A	407.80	408.35	Through Emida	35
5.	US 95-A	408.35	414.40	Emida to Jct. with S.H. 43	50
6.	US 95-A	414.40	417.20	North of Jct. with S.H. 43	60-55
7.	US 95-A	417.20	425.65	North of Jct. with S.H. 43	50
8.	US 95-A	425.65	428.85	To St. Maries	60-55
9.	US 95-A	428.85	429.15	St. Maries Urban Ext.	--
10.	US 95-A	429.15	440.10	St. Maries to Jct. with S.H. 3	50
11.	US 95-A	440.10	446.80	Jct. with SH 3 to Harrison	50
12.	US 95-A	446.80	448.20	Harrison Urban Ext.	--
13.	US 95-A	448.20	475.90	Harrison to Jct. with U.S. 10 & I-90	40

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

* * * * *

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic

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investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 13, 1960, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 5 pertaining to State Highway No. 57 of the Minute Entry of the Board of Highway Directors dated October 13, 1960, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
1.	SH 57	0.00	1.65	Priest River Urban Ext.	--
2.	SH 57	1.65	27.50	North of Priest River	60-55
3.	SH 57	27.50	27.80	North of Priest River	35
4.	SH 57	27.80	28.80	North of Priest River	50
5.	SH 57	28.80	37.20	North of Priest River	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Speed Limits in Mountain Home (U.S. 20, 26, 30)

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

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WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Mountain Home; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated October 31, 1959, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Mountain Home, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Mountain Home; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 20, 26, 30	North Main Street	North City Limits (M.P. 100.80) to M.P. 101.80	30
2.	US 20, 26, 30	North Main Street	M.P. 101.80 to M.P. 102.20	35
3.	US 20, 26, 30	North Main Street	M.P. 102.20 to East Jackson Street	25
4.	US 20, 26, 30	Second Street	M.P. 102.20 to East Jackson Street	25
5.	US 20, 26, 30	East Jackson Street	Main Street to Second Street	25
6.	US 20, 26, 30	None	Jackson Street to Sixth South Street	25
7.	US 20, 26, 30	Third West Street	Sixth South Street to Third West A Street	25
8.	US 20, 26, 30	Third West Street	Third West A Street to S. City Limits (M.P. 103.10)	35
9.	SH 68	Third North Street	N. Main Street to 11th East Street	25
10.	SH 68	Third North Street	11th East Street to E. City Limits (M.P. 103.05)	35
11.	SH 51	Sixth South Street	Third West Street to E. City Limits (M.P. 92.60)	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated October 31, 1959, with respect to prima facie speed limits upon urban extensions of the State Highway System in the City of Mountain Home, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Mountain Home shall henceforth be effective at all times during hours of daylight or darkness.

Speed Limits in Ashton.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code, the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Ashton; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated March 21, 1957, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Ashton, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Ashton; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1.	US 20,191	None	S. City Limits to Main St.	35
2.	US 20,191	None	Main St. to Cherry St.	35
3.	US 20,191	None	Cherry St. to North City Limits	50
4.	SH 32	Main Street	Jct. with US 20, 191 to East City Limits	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated March 21, 1957, with respect to prima

facie speed limits upon urban extensions of the State Highway System in the Village of Ashton, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Ashton shall henceforth be effective at all times during hours of daylight or darkness.

Orders of Condemnation. The Board concurred in the following Orders of Condemnation:

I-90-1(11)48, Parcel Nos. 5 & 5-E-1, W. T. Riffle
 I-IN-15W-4(1)88, Parcel No. 39B, Leroy A. Benson, et al
 F-3311(1), Parcel Nos. 14, 14-E-1, 14-E-2 & 14-E-3, Charles P. West (U.S. 20-26)
 S-1721(6), Parcel Nos. 3, 3-E-1, 3-E-2, 3-E-3, Travis Michaelson (S.H. 39)
 S-1721(6), Parcel Nos. 4, 4-E-1, 4-E-2, 4-E-3, Therald Michaelson, (S.H. 39)
 S-2862(4), Parcel No. 23, Ted Winn & William E. Brower (S.H. 27)
 F.H.P. 2-1(1), Parcel No. 3, Harvey E. Holderman, (U.S. 2)

Approval of Right of Way Settlement in Excess of \$20,000 was given by the Board for:

I-90-1(11)48, Parcel No. 47, Annie Maddrell & H. C. Seeber, in the amount of \$53,000.00.

I-90-1(11)48, Parcel Nos. 5 & 5-E-1, W. T. Riffle, in the amount of \$30,500.00.

Approval of Exchange of Access Deeds - F.H.P. 35A, (S.H. 96) The Salisbury Corporation, Parcel No. 14A. The Board approved the exchange of a 20.0 foot farm and residential approach right and left of Station 352/00 for a 20.0 foot farm and residential approach right and left of Station 367/00.

Denial of Exchange of Access - F-1481(9), Parcel No. E-1, (U.S. 30S), C. E. Jewell & J. William Jewell. The request made by the Jewell's of Montpelier, Idaho, for the relinquishment of an existing approach construction right of Station 252/55 on Project F-1481(4) and a point of access previously granted right of Station 3/50 on Project F-1481(9) in favor of two 40 foot commercial approaches, one right of Station 0/85, and the other right of Station 2/30 on Project F-1481(9) was denied.

Spaulding Outdoor Advertising Signs - U.S. 30 - Project F-3281(5), Cole School - Meridian. Due to an error by District 3 personnel in allowing an outdoor advertising sign to be relocated within the sign setback area, it was agreed to allow the sign to remain in place for

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the term of the present sign lease (one year) provided that at the end of that time the sign would be removed at no expense to the State. An agreement to that effect will be procured from the sign company.

Exchange Involving Jerome Maintenance Shed Site Discussed. The Board discussed a request made by the Cinder Products Company of Jerome, Idaho, and the Jerome Chamber of Commerce for an exchange of property involving the Jerome maintenance shed site presently owned by the State, but no action was taken. The Board was interested in going into more detailed information involving the possible exchange of properties.

Authority to Purchase Right of Way. The Board approved the following purchase of right of way, as pertaining to control of access:

District No. 4

S-4809(4) (S.H. 43)	C.M. & St. Paul R.R.	Standard Approach
	Crossing - Elk River	Policy

B.P.R. -- Interstate Connections (Boise & Caldwell) The Board approved the State Highway Engineer's pressing the Bureau of Public Roads for:

1. Boise Interstate west connection to be brought to the junction of US 20-26
2. Making every effort to obtain approval for the on-ramp and a connection of US 30 north of Caldwell to be brought into and connected with the proposed interchange of 20-26 to the Interstate.

Type of Control of Access Approved. The Board determined the type of control of access on the following project brochures:

1. Greenwood Street in Shoshone, US 93, F-2392(9) - Standard Approach Policy
2. C Street North of Moscow, US 95, F-4114(17) - Standard Approach Policy, no on-highway parking
3. Pinehurst to Smelterville, Interstate Highway 90 - Full Control of Access. The Board approved reconditioning old US 10 from Pinehurst to Smelterville providing Interstate (Federal) participation is obtained

Report on Study of Ririe to Rexburg Road. Planning and Traffic Engineer L. J. Ross submitted a study of two possible routes for the

crossing of the south fork of the Snake River north of Ririe, based on a request from the area for a State highway from Ririe to Rexburg. Plan 2, utilizing 4 miles of the 12.8 mile route, will be on the present State Highway 48 with an estimated cost of \$431,700 vs. Plan 1, 14.2 miles in length, with an estimated cost of \$508,200.

Plan 2 shows approximately twice the cost - benefit ratio over Plan 1, and 1.4 miles shorter distance.

The Board made no commitments regarding this project, it being strictly in the long-range thinking.

Personnel

The Board approved the following changes in personnel:

Promotions to Grade V

James Pline to Asst. Traffic Engineer, \$643-\$700
Howard Pilkington to Asst. Planning Engineer, \$612-\$700
L. P. Sheesley to Asst. Planning Survey Manager, \$612-\$700

Ingrade Raise

Howard Johnson, Asst. District Engineer, \$700-\$725

Interstate Non-Motorized (Livestock) Traffic. The Board approved a policy submitted regarding non-motorized traffic on the Interstate (the opinion of which is on file in Central Files.) The Board also approved developing a policy for the application of livestock movements on highways as allowed by Federal and State statutes with particular emphasis on the Interstate System.

Accident Study from Plummer to St. Maries. Upon reviewing a report of accidents from Plummer to St. Maries it was developed that the application of salt on certain sections that were shaded and accounted for 16 per cent of the accidents might reduce the accidents experienced on the route.

Supreme Court Decision on Magic Valley. The Board reviewed the Supreme Court's decision No. 9006, which reversed the District Court, by holding among other views that:

"Respondents' position is untenable. If a highway is replaced whenever traffic is diverted in any degree from it to a new highway, then every highway is a replacement to the extent of the diversion of traffic. The plain language of the statute controverts this notion. The legislature intended to adopt a workable system, and provide appeal, not as to all determinations of the Board, nor particularly as to the determinations referred to in I.C., Sec. 40-121, subds (2) and (4), but only in a case

where the Board proposes to "abandon, relocate, or replace by a new road," an existing highway serving or traversing a city or village or its locale.

The record clearly shows that the Board, by its determination, located and proposes to construct, as a new highway, the portion of the Interstate 80-N involved in this proceeding, and that the Board will retain as a part of the State Highway system the presently existing State Highway 25 which traverses respondent villages and serves the area in which they are located. Obviously, the new portion of the Interstate will not physically "replace by a new road" such existent portion of Highway 25. That some traffic from Highway 25 may be diverted onto the new Interstate when constructed cannot be translated into loss or damage simply because no property right in the flow of traffic on a highway can be acquired.

.....We are therefore constrained to the view that the proceeding at bar and the determination by appellant Board falls within the purview of, and is governed by, I.C., Sec. 40-120; that the Board, in the exercise of the power conferred by the legislature to determine which highways shall be designated and accepted in the public interest as a part of the State Highway system, located the portion of Interstate 80-N involved herein, and intends to construct it as a new highway, and that no appeal lies from such determination; that therefore, the district court lacked jurisdiction to entertain the appeal of respondent villages (appellants in the district court).

Whereupon, the Board authorized the Department to proceed with the Interstate projects from Jerome to the Interstate junction with State Highway 27 north of Burley.

Fees for legal services rendered were authorized by the Board for Attorney Ralph Breshears, in the amount of \$5000, for assisting in the preparation of the case and the pleadings on the above.

TUESDAY, DECEMBER 12, 1961

The Board reconvened at 8 a.m., Tuesday, December 12, at 3211 West State Street, Boise, with all Board members, the State Highway Engineer, and the Board Secretary present.

Utility Relocation Determination. The Board this date determined in the affirmative in the matter of the necessity of relocating the following utility facilities:

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I-IG-15-2(9)88, South Blackfoot IC - Porter Bridge GS, Bingham County - Intermountain Gas Company.

Quitclaim Deed. Project I-90-1(10)62, Wallace-Mullan, Interstate Highway, Shoshone County - We have this day executed a Quitclaim Deed in favor of the Northern Pacific Railway Company conveying a portion of new railroad right of way and a portion of existing Railway Company's right of way which was included in Federal Condemnation Proceedings, Case No. 2253, A.A.M. Arnold, et al, Defendants, instituted in the U. S. District Court for the District of Idaho, Northern Division. The State of Idaho is in receipt of title to this property by reason of a Quitclaim Deed from the United States of America and the property was included in Federal condemnation by reason that the Defendants' land patent included the existing railroad right of way without any exceptions.

Out-door Advertising Control Study. The Board approved the Department's entering into a study of various types of out-door advertising controls that could be applied to the State Highway System, including the Interstate, to be presented to the Board for future consideration.

Twin Falls Delegation Concerning SH 74.

Paul E. Newton, Engineer
Bill Grange, Manager, Chamber of Commerce
John Hahn, Highway Committee
Herb Derrick, City Manager

The above delegation from the Chamber of Commerce and the City of Twin Falls appeared asking for information as to the reason for moving the center line and terminating the curbing on the urban section of Project U(S)-2727(2), Rock Creek Bridge to South City limits, Twin Falls.

Urban Engineer N. S. Crossley explained that the center line was moved to ease the amount of additional right of way that would be required, and that the urban section was terminated to the tapering of the transition at the south end of the project. There being no development planned beyond the presently planned urban section, it was also explained that, were an urban section continued through the transition at some future date, the investment would be wasted if and when an improvement was made beyond the present project.

City Engineer Paul E. Newton concurred in the application of sound engineering principles which were pointed out as prevailing in the project, the misunderstanding of which caused the delegation to appear for information.

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